RAILFAN

48760

Printed in U.S.A.

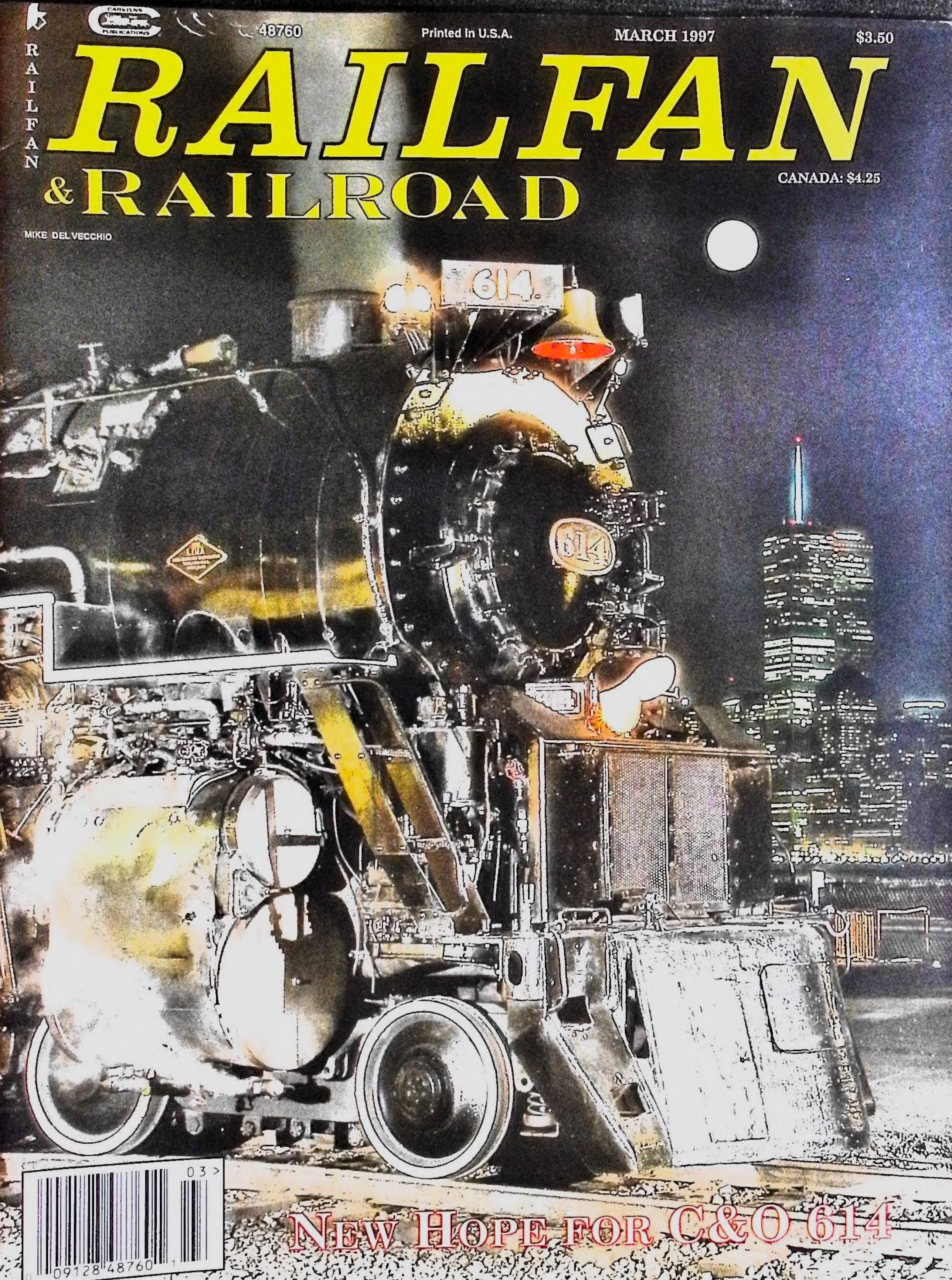
MARCH 1997

$3.50

RAILFAN & RAILROAD

CANADA: $4.25

MIKE DEL VECCHIO



NEW HOPE FOR C&O 614

03 >

09128 48760 1

ACTION-PACKED MIDWEST VIDEOS !

UNION PACIFIC

Buy any two of these UP tapes for $48. Save $10!
Buy all three of these UP tapes for $69. Save $18!

UNION PACIFIC GENEVA SUB '96

Chicago & North Western color and personality is still abundant on UP's high traffic route west out of Chicago. Wide variety of trains and motive power from GP7s to new **SD90MACs** as well as the **UP #844 steam excursion train** on both volumes. Many classic and scenic locations all shot in 1996. Mostly mainline trains with lots of C&NW and some switching. Two camera (and operator!) action on many scenes including #844 steam! Some great overhead views are included.

Volume 1 covers Elmhurst, Lombard, Wheaton, West Chicago, JB Tower and diamonds, the Geneva Fox River crossing and an outside look at Proviso yard and engine terminal. ***Over 50 trains.***

Vol. 1... MVP#461..... 90 minutes ..... narrated $29.00

Volume 2 covers the La Fox overlook, Maple Park, DeKalb and old coaling towers, Rochelle diamond crossing with BNSF, Nelson and old coaling towers, Fulton BNSF crossing, Clinton 5th Street interlocking, Mississippi River crossing and steel swing bridge. ***Over 50 trains.***

Vol. 2... MVP#462..... 80 minutes ..... narrated $29.00

UNION PACIFIC MILWAUKEE SUB '96

C & NW color and personality continues on this busy UP route from Chicago (Proviso) to Milwaukee. Variety of mainline trains, locals and power from GP7s to new **SD90MACs**. The **UP #844 steam excursion train** is seen in action at two locations with two camera action. Many classic and scenic locations all shot in 1996. Great locations including Bensenville, Bryn Mawr JCT, Norma JCT, Deval tower/diamonds, Des Plaines River crossing, Northbrook overlook of Techny JCT, KO JCT , St. Francis JCT and Butler yard in Milwaukee. Some scenes from the Harvard and Kenosha subs including the **1996 Olympic Torch train.** Great overhead shots. SOO/CP Rail has trackage rights from Bryn Mawr to Techny and we've included a few SOO trains.

MVP# 463 ..... 90 minutes ..... narrated $29.00

Santa Fe

Buy both Santa Fe Volumes for $38. Save $20!

Santa Fe Chillicothe Sub '96

Although it is BNSF's first year of operations, Santa Fe's personality is still alive and strong on the east end of the high-traffic route from Chicago to L.A. 90% of all motive power is still in Santa Fe paint, pulling high priority pig, stack, and auto trains along with mixed manifest trains. New "Pumpkin scheme" BNSF #9297 is seen at Ft. Madison, IA, along with freshly repainted GP60Ms and new SD75M's. Two camera (and operator!) action on many scenes. This set shows both pre-merger and transitional color with Santa Fe dominance.

Volume 1 covers Corwith terminal, Mc Cook junction and Indiana Harbor Belt interchange, Argo diamonds, Willow Springs terminal, the curves of Burr Ridge, Lemont canal crossing, Kankakee River crossing, Joliet diamonds, Streator, Ancona, Toluca, Chillicothe, Illinois River Valley. ***Over 35 trains.***

Vol. 1... MVP#361..... 80 minutes ..... narrated $29.00

Volume 2 covers in depth scenic Houlahan's Curve and Edelstein Hill, Dahinda Spoon River crossing, Galesburg (BN crossing), Cameron (BN crossing and the new BN interchange), Ft. Madison crew change point, Mississippi River crossing. Mostly mainline action with some switching and TP&W ***Over 50 trains.***

Vol. 2... MVP#362..... 90 minutes ..... narrated $29.00

MV Productions

~ Other videos of SP, BNSF, UP, C&NW, SOO, CP Rail ~ Quality color shot & mastered on professional format equipment
~ Video maps ~ Dates, symbols, origin, destination identified on most trains ~ Live Stereo - Narration
~ Add $4.00 S/H per order . Outside USA & Canada add $8 per item. Illinois residents add 6.75% sales tax. Available in VHS only.
Solid reputation for FAST order turn-around. Send check or money order to: P. O. Box 6533 Aurora, IL 60598

Mail in $1 for color literature. **To order by charge, call toll free 800-528-4176**

Midwest Video Productions

KODACHROME: ED JOHNSON

GWI's ILLINOIS & MIDLAND "president's special" was southbound at Pekin, Ill., on October 25. The power was two I&M SD20s, which retain their C&IM paint with GWI heralds.

METRO-NORTH's M2 CARS are returning from rebuilding at Amerail in Hornell ,N.Y., with a new paint job and a third headlight. M2 8539, owned by ConnDOT, was incorrectly lettered for Metro-North (**below**) and has since been changed.

KODACHROME: J.W. SWANBERG

COLOR PRINT: DARRELL D. WENDT

"YOU WILL BE ASSIMILATED" said Union Pacific, the Borg of the rail universe, to the Chicago & North Western. The result is all of C&NW's power is turning Armour yellow, as evidenced by GP50 5513 (formerly C&NW 5054) at Council Bluffs, Iowa, on October 12, 1996. All that's left of its former self is the nose bell. For the C&NW, resistance *was* futile.

SOO LINE 2-8-2 1003 was at the Lake Superior Museum of Transportation in Duluth, Minnesota,. on November 9, 1996 (**below**). The 1913 Alco ran under load for the first time since 1948 the following day. It made break-in runs between Duluth and Two Harbors on November 10-11 with the museum's Great Northern SD45 400 in tow. See RAILNEWS.

KODACHROME: STEVE GLISCHINSKI

HAROLD H. CARSTENS
publisher

JAMES A. BOYD
editor

E. STEVEN BARRY/associate editor
CHRISTOPHER R. KIMLER/associate editor
MAUREEN FRAZER/editorial secretary
LISA VAN SWERINGEN/editorial secretary
GEORGE M. SMERK/traction columnist
JAMES D. PORTERFIELD/menu columnist
JOE L. DIAZ/traction publications columnist
CURTIS L. KATZ/cartoonist
JOHN A. EARLEY/director of advertising
PIETER UPTEGROVE/advertising sales manager
LARRY DEITCH/advertising production manager
ROBERT O. COSGROVE/director of marketing
JANET McNABB/office manager and bookkeeper
PHYLLIS M. CARSTENS/assistant to the publisher

Circulation Manager: Henry R. Carstens. **Circulation:** Joanne Guest
Advertising Production: Mary Ann Lengle, Tammy Havens. **Receptionist:** Michele Welsh
Reader Service: Lynn Thomas. **Dealer Service:** Cathy Streeter. **Shipping:** John Loux.

From the Publisher's desk: Colorado: A first visit

I had my first good look at Colorado narrow gauge in November 1957 when I drove Charley Penn's Ford station wagon to his new home in the abandoned mining town of Bumble Bee, Arizona. Penn was then president of this publishing house. The car was loaded with household goods including a real eastern fire hydrant for Gus, Penn's dachshund. I was always grateful that I didn't get a flat necessitating unloading the hydrant. Imagine getting a ticket in Wyoming parked next to a fire hydrant that wasn't even connected!

In an era before Interstate highways I made good time and even managed to get a few railroad shots. There were steam locos in obscure parks and an F3-GP7 Rock Island freight at a grade crossing. I did 800 miles driving across Wyoming and Colorado to Alamosa, and it seemed like the mountains would never get any closer. My stop for the night was Bob Richardson's old Narrow Gauge Motel in Alamosa, then home to his growing narrow gauge collection (that would eventually be the nucleus of the Colorado Railroad Museum). The air was frigid, and I had the heater on full blast. In the morning I got a glimpse of the collection, which included a Rio Grande Southern Galloping Goose, Florence & Cripple Creek 4-6-0 and other assorted power, all since moved to Golden. The air was crisp and clear, doing full justice to the slow Kodachrome of the era.

The Rio Grande had been dual-gauged to Antonito, about 28 miles south of Alamosa, with the narrow gauge continuing on to Chama, Durango and Silverton, doing a good business in hauling pipe for a new pipeline on the Farmington branch. Sitting in a park in Alamosa was D&RGW 4-6-0 Class T-12 No.169 coupled to business car B-1, both freshly painted. The yard was largely dual-gauged with the large wooden coal dock still in use. The roundhouse was loaded with slim gauge steam. Two Mikados were being fueled and watered for the run to Chama.

I left Alamosa on Route 17, and as the highway climbed, the arid country was replaced with pine forests, and the road became dirt. Occasionally I spotted the right-of-way along with a few abandoned cabins, a water tower and a grade crossing. A wisp of smoke warned me of an eastbound freight far below, and I got one shot before it was gone.

At Cumbres the ground was covered with several feet of snow. Once into New Mexico the snow vanished and the road turned to oozy mud as I arrived at Chama. (Today's Cumbres & Toltec Scenic Railroad has done a good job of preserving Chama as it was while enlarging the facilities to take care of more equipment and the hordes of tourists who arrive every summer.)

I now drove southwest, past the Petrified Forest and Oak Creek Canyon, piling up more mileage on dirt roads and grazing land. On the fifth day out I was on the Old Black Canyon Highway, a dirt road taking me to Bumble Bee, about 50 miles north of Phoenix. Bumble Bee had a trading post, an abandoned stone school house, five small cabins — one of which was the post office — and a larger cabin where the Penns lived. There were also some privies and an abandoned gold mine. Gus was happy at my arrival. Once again he had all the creature comforts of big city dogs.

RAILFAN & RAILROAD

MARCH 1997/VOL.16 NO.3

RAILROAD / founded 1906 / vol. 118 no.12

FEATURES

28 **New Hope for C&O 614**/Mike Del Vecchio
34 **Marias Pass Revisited**/Bruce Kelly
40 **Michigan Southern: "The Old Road"**/Thomas Hillebrant
50 **Distributed Power with a 1943 Alco 4-8-4**/Jack Wheelihan

DEPARTMENTS

3 **Railnews**/news in color
6 **Fanmail**/letters from readers
7 **Camera Bag**/Shoot for the Moon (Del Vecchio)
10 **Timetable**/events
14 **We'd like you to meet . . .** /Hillebrant
16 **Videos**/videotape reviews
21 **On the Menu**/Railroad Potables, Second Section (Mitchell)
22 **Railfanning is:**/humor
23 **Railnews**/news stories in detail
51 **Advertising Index**/the railfan marketplace
53 **Railfun**/Curt Katz
56 **Railroadiana**/product news and reviews
56 **Switch List**/classified advertising
58 **Transit Currents**/George M. Smerk
62 **Markers**/editorial commentary
64 **Railnews**/news in color
66 **Railnews**/news in color

COVER

It's the wee hours of October 27, 1996, and Halloween in Hoboken, N.J., is approaching. Already C&O black cat 614 and the full harvest moon are on the prowl across the Hudson River from New York's landmark World Trade Center. In just a few hours, 614 will pull the last of six excursions from Hoboken to Port Jervis, N.Y., as a fund-raiser for the proposed rail and transportation museum in New Jersey. It's been eleven years since 614 saw main line service, and it's the first time since her 1980 overhaul that she's been in full C&O dress. Mike Del Vecchio describes the events and restoration of today's "New Hope & Ivyland 614" beginning on page 28. The moon is a double-exposure on the original slide (see CAMERA BAG details on the technique). Kodachrome and Lumedyne lighting by Mike Del Vecchio.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

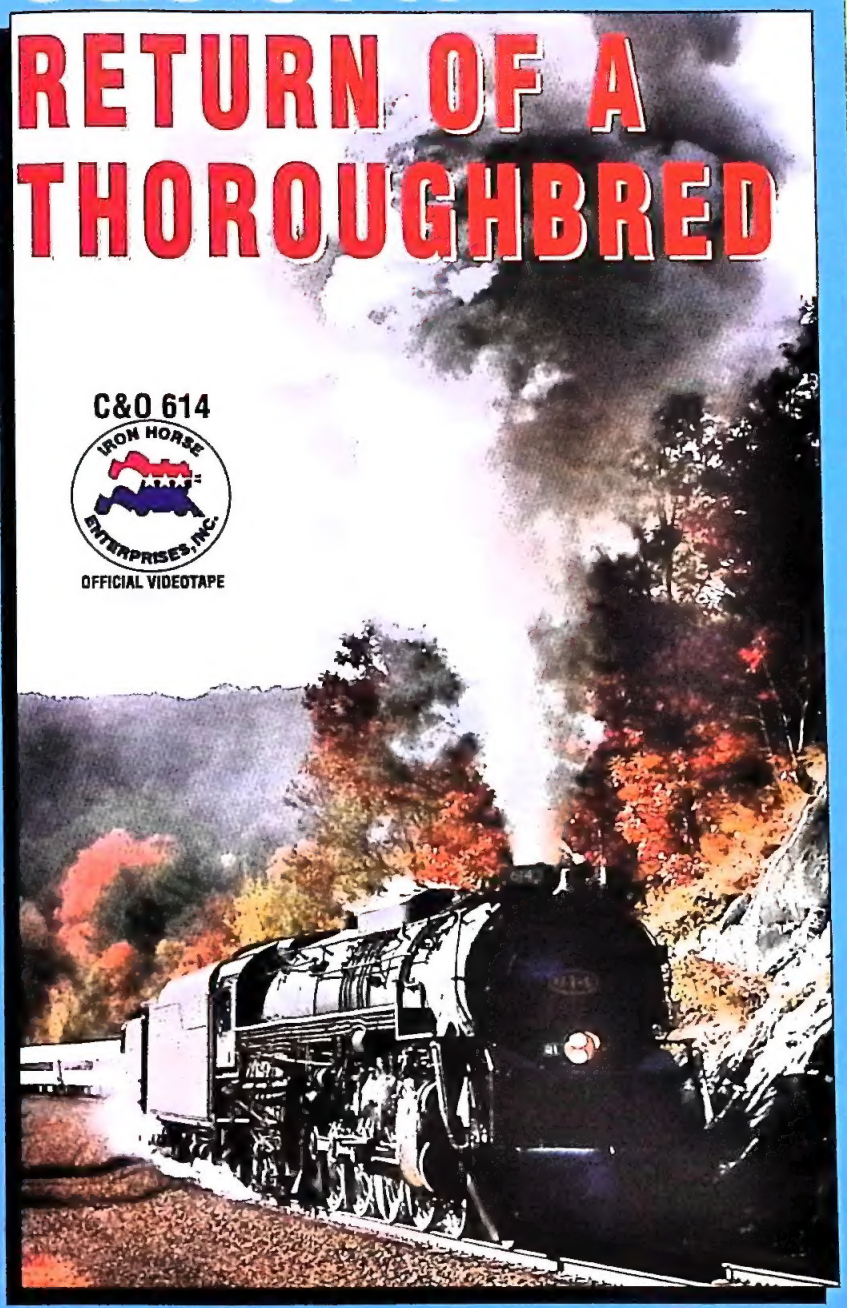
POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1997 by Carstens Publications, Inc. Printed in U.S.A. Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $27.95 per year, $49.95 for two years, $69.95 for three years. Canadian (includes GST) $35.95 for one year, $65.95 for two years and $93.95 for three years. Foreign: $37.95 per year, $69.95 for two years, $99.95 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 201/383-3355. FAX: 201/383-4064.

C&O 614:
RETURN OF A THOROUGHBRED



THE OFFICIAL C&O 614 SOUVENIR VIDEOTAPE!

In October 1996, after a 15-year absence, Chesapeake & Ohio Class J-3a 4-8-4 614 returned to excursion service, pulling the 25-car Erie Limited between Hoboken, NJ and Port Jervis, NY via NJ Transit's ex-Erie Main Line. Join Mark I Video - the Official Video Company of C&O 614 - for exclusive coverage of these exciting trips!

- Ten camera crews - broadcast-quality coverage
- Spectacular helicopter views featuring high-speed running (75+ mph) and blazing fall foliage
- Beautifully-photographed trackside sequences
- Exclusive coverage of rebuilding and break-in runs
- History of Super Power Steam and C&O 4-8-4s illustrated with archive film and photographs
- Superb stereo soundtrack

"I've watched hundreds of railroad videos and *Return of a Thoroughbred* is by far the finest! The views from the helicopter are so realistic that you feel like you are actually riding alongside 614 at high speed. The entire tape is fast-moving, never repetitive, and of the very highest quality. It's a must for anyone who loves steam!"
Ross Rowland, Chairman, Iron Horse Enterprises

Produced by Marc S. Balkin,
Narrated by Richard Melvin
150 MINUTES. VHS Only.....$39.95

ORDERING INFORMATION:
Check, Money Order, Visa, MasterCard. Add $5 s/h first tape, $1 ea. addl. SPECIAL! Order 2 tapes, deduct 5% from cost of tapes, 3 or more tapes, deduct 10%. NJ residents add 6% tax. SSAE for free catalog.

Toll Free Order Hotline
1-800-66-MARK 1

MARK I VIDEO

P.O. Box 404
New Milford, NJ 07646
1-201-261-8444

More Great Steam Programs!

AMERICA'S FINEST RAILROAD VIDEOS

C&O 614
WINTER COALTRAINS
614 battles sub-zero temperatures in regular coal train service on Chessie System in 1985. Has full story of ACE 3000 project. Beautiful color winter scenes with huge smoke plumes. Jim Boyd narrates.
ONE HOUR... $24.95

ERIE STEAM
2 VOLUME SET
Vol. I has Erie steam commuter service on NJ & NY, Jersey City Terminal. Vol. II features big steam power in action on Main Line. See S-Class 2-8-4s in action! Tom Moran narrates. Each volume is 45 minutes long.
$27.95 Each

C&O 614:
CHESSIE
SAFETY EXPRESS
Complete coverage of 1980-81 excursion season. Sand Patch and 17 Mile Grades, New River Gorge, cab ride. Full-color, multiple camera crews. Jim Boyd narrates.

ONE HOUR... $29.95

NEW VIDEO: Order now!
Santa Fe
Across the Arizona Divide
Warbonnets in Action!

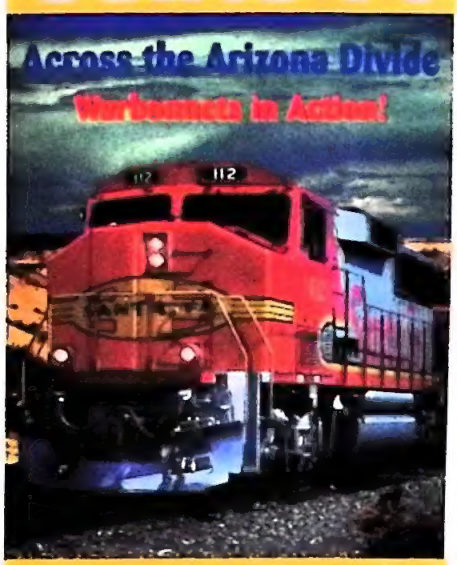



Photo by Joseph L. Oates
ATSF Fast Freights roar across the Arizona Division from Kingman to Canyon Diablo! With cameo appearances of Amtrak's Southwest Ltd and the Grand Canyon Scenic Railroad.
Join railfan Jack Bejna for a video sojurn to the Seligman Subdivision as he brings you spectacular railroading on the Santa Fe in its pre-merger glory!
Location Maps! Stereo! Narrated! One full Hour!
and only $ 29.95!
A Jb/Herron Rail Production
Add $ 4.00 p&h for 1 tape, $1.00 for ea. add'l
PA & FL residents add 6.5% sales tax
VISA/MC CALL TOLL FREE 1(800) 783-3866
Mail orders send check or money order to:
HERRONrail video
2016 N. Village Ave.
Tampa, FL 33612
http://www.rrhistorical.com/hrv

FANMAIL

Hi-Tech 4960

Just a few words to tell you how much I enjoyed Tom Moungovan's feature "4960: A New Career for an Old Friend" in the January 1997 issue. I'm sure the technical nature of his description of the rebuilding and added innovations may not be as popular with some railfans, but they really warmed the heart of this old mechanical engineer. "Superheater pyrometer, injectors, petticoat pipe, etc.," sounds real good. I almost expected to see the indicated horsepower formula.

ELMER W. FRY
Akron, Pa.

All about heat

I noted in the article about Grand Canyon 4960 that the term conductivity was used in a reference to "heat" (page 31, first paragraph). I believe the context of conductivity in this instance actually is in reference to dissolved solids in boiler water. Dissolved solids are measured in micro-mho's (mmho), conductivity, the inverse of ohms resistance. The correct amount of conductivity may also be stated as parts per million (ppm).

In a boiler running at or below 400 p.s.i., 3500 ppm of dissolved solids or below are sufficient for good water quality. Continuous or surface blowdown, which is taken at a point where the steam/water level come together, is used to control dissolved solids.

RICHARD MEAD
St. Pauls, N.C.

Remembering 4960 in the South

Reading about old friend 4960 brought back great memories of her brief stint on the Bristol & North Western. I was an occasional volunteer fireman and trainman on the line and well remember Ervin White and Robert Franzen.

In 1975 and '76, I had been in a serious "steam" phase of my life. When Buffalo Creek & Gauley 2-8-0 No.4 was working on the Southwest Virginia Scenic Railroad, I was a weekend fireman. Brother, let me tell you, learning to properly hand-fire a full-size steam locomotive is an *art* form. I "white-eyed" many times before I learned how to hit the front corner of the firebox with a well-placed half-scoop of coal and how to balance fire and water to keep the pressure gauge near the pop-off point.

When Harold Keene brought the 4960 to Bristol, I occasionally turned up for weekend duty. The engine's stoker wasn't working, so this meant hand-firing the Mike up the steep grade from North Bristol to Haskell. I recall the safety valves on the engine were set for 150 pounds, but they were goofy devices (mandated by the state boiler inspector) that had a "penalty" feature; if the pops lifted, they stayed open until the pressure was ten pounds less than the lifting point, or 140 pounds. So, firemen on the 4960 had to keep the pressure as close to 150 as possible without raising the pops because you needed every ounce on the grade, even with three cars.

One sad note: Lynn Lowe passed away earlier this year. When UP 3985 came to Kingsport in 1992 as "Clinchfield 676," Lynn was trackside to take it all in. I'll always remember that big grin as he posed for a photo beside the big engine, same as Jim Boyd's shot on page 30 of the January issue. Mr. Lowe had logged a lot of cab time in the original CRR Challengers, so it was a homecoming of sorts for him.

When the "Clinchfield mafia" stayed in Williams in 1994 and again in 1995, we saw 4960's various parts scattered about the Grand Canyon's shop, but we heeded the "no trespassing" signs. Gosh, if I had known there was a human Bristol connection on the railroad, we would have said howdy!

Thanks for great coverage on an interesting steam locomotive. She looks stunning!

RON FLANARY
Big Stone Gap, Va.

Farewell to CB&Q 4960

I was very upset with the way the Grand Canyon Railway has changed the once-classic look of 4960. I would have thought after spending all that time to restore her to operating condition, they could have left her as a "Q" engine.

I remember in the 1960s when they bought 4960 to Peoria, Ill., to head an excursion to Galesburg. She was fit and trim and pulled the load with no diesels to drag along and slow her down.

Farewell old girl. You did well over the years. At least the scrappers torch didn't cut you up for metal for a Japanese auto.

THOMAS R. FINSON
Washington, Ill.

Grand Canyon's working Mikado

I applaud the Grand Canyon Railway for what they have done with 4960. If you think about it, 50, 60 or even 70 years ago any backshop would have been doing the same in one form or another — taking the best of the technology and melding it into a useable application suitable to their road's needs. The 4960 demonstrates the best knowledge of existing modern steam technology applied by the few people remaining that have hands-on experience. I look forward to seeing 4960 someday soon.

I also loved 4960 when she was pure "Q," and I think you should do a survey of readers to see which way reactions flow — unless your mailroom is already full of hate-mail.

JOHN KOSTELNIK
Medina, Ohio

LA&L roster notes

There was some confusion in my article on the Livonia, Avon & Lakeville concerning the four Alco C424M's the road acquired from Guilford (January 1997 R&R).

The correct numbers and heritages are as follows: Guilford 451 was EL 2401, the 452 was Reading 5206 and the 454 was EL 2407. Guilford 450 was D&H 455, originally EL 2414.

PETE SWANSON
Avon, N.Y.

Wrong Mikado on Cumbres

In the January 1997 RAILNEWS section, the item on page 26 called "Gene Autry's Mudhen" you stated Mikado 476 was double-

heading with 497 on the Cumbres & Toltec Scenic. The 476 was very definitely in the backshop at Durango with her drivers out on September 17, 1996, although a lot of us would like to see a K-28 back on Cumbres! And I believe the Trowbridge organizing the specials was Jim, not Gene. I photographed the two-day run of 463 on the 14th and 15th — those were definitely dedicated fans in the open car on the 14th.

GLENN JOESTEN
Marina, Calif.

Ouch! We know better — S.B.

Riding with Big Arthur

I enjoyed reading "A Ride with Big Arthur" in the November issue. It was a visit with the past for me. I never rode the cab of a steam engine, but Burke Jenkins' descriptive prose gave me a vicarious ride.

I trust you will find space to print more pieces from THE RAILROAD MAN'S MAGAZINE. The old story of understanding the past to help one appreciate the present was true in the light of Mr.Jenkins article.

JOHN E. LONDON
East Meadow, N.Y.

CAMERA BAG

by JIM BOYD

Shoot for the Moon

Guest Columnist: Mike Del Vecchio

HOW OFTEN HAVE YOU tried to work the moon into railroad photographs? Were the results what you expected? My first moon shots were a disaster, then during my high school years good friend and mentor David Day explained "the moon is sand that is lit by the sun — its exposure is the same as shooting at the beach." That shed a whole new light (so to speak) on lunar lensing. He loaned me a 1000mm lens, which nearly filled the frame with the moon, and with a *full bright* exposure the moon came out more gray than white. But I remembered that most of those moon rocks on display at the Smithsonian were also gray — David was right!

The reason the moon looks white is that it's a relatively small spot of light in a vast, black night sky, and our eyes slightly over-expose our perception of the moon. The same goes for the stars and planets; they also appear bright white when in reality star stuff can be as colorful as autumn leaves.

The moon can be quite an interesting and dramatic element in rail photography, but it's not always a willing subject. A little lunar understanding will go a long way toward successfully working it into your photographs.

First when using a normal or wide-angle lens, the moon is a tiny white spot in the frame. Just like the sun, the moon is biggest near the horizon, when it rises or sets. It's also easiest to work into rail photography when it's near the horizon. Also just like the sun, it can be two, four or even six f-stops darker than full-bright depending on how close to the horizon it's sitting. This usually helps when balancing the moon's exposure with that of the rest of scene. When the moon is visible while the sun is out, it will appear in the sky with the same exposure tendencies as a typical cloud.

The moon is more dramatic in a scene when it's bigger than normal. Since telephoto lenses increase the size of the background elements in relation to those in the fore-ground, stepping back from a subject and using a tele will increase the size of the moon in relation to that subject. The further the subject is away from the camera, the larger the moon will seem in the background.

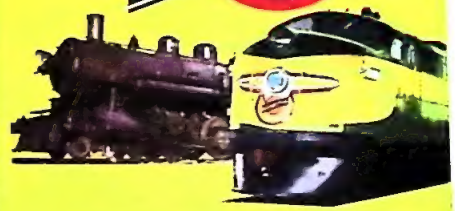
All of us are surely aware of the moon's phases, but it's important to remember in general where and when the moon will appear. Just like the sun, the moon rises in the east and sets in the west. The moon is higher (further north) in the sky during the winter months, and it's lower (further south) in the sky during the summer months; this is opposite the sun, which is high in the summer and low in the winter. The full moon tends to rise at dusk and set before or during dawn; the crescent moon (last quarter) tends to rise in the morning and set during the dusk hours. It's also important to remember that the moon rises about an hour later each night and that a full cycle takes about 28 days. If you happen to see a photogenic situation with the moon one night, the same thing will occur the following night an hour later. If the dusk or dawn light won't be the same, wait until next month. I've chased some moon shots for years (not always railroad subjects) as we seldom get good weather two days in a row here in the East. I'm sure somewhere the lunar loons (astronomy fans) have a calendar that shows the times for moon-rises and -sets, but I've never come across one. I do keep Cedco's

KODACHROME: MIKE DEL VECCHIO

THE MOON RISES over the engine facility of the Arizona & California. A 50mm lens barely brings out moon, visible on the left side of the frame. Compare it to the cover shot where the moon was emphasized by shooting it with a telephoto lens,.then double-exposing the train into the frame.

NEW VIDEO:
In stock now!

CHICAGO NORTHWESTERN SYSTEM



CHICAGO & NORTH WESTERN
Left Hand Railroad

Produced by Bill Warrick

Tracing the history of the C &N W, this video features rare film footage of steam and diesel operations plus video of the latest diesels acquired by C&NW.

Written by historian Jim Neubauer
Hosted by Bill Warrick

Live interviews with
Arthur Dubin
Mike Blazak
George Krambles

Featuring
The famous "400's"
Chicago Commuters
Freights
Chicago Great Western
Omaha Rd
UP Streamliners
Minneapolis & St. Louis
and much more!

49 Minutes and only
$ 39.95

Add $ 4.00 p&h for 1 tape, $1.00 for ea. add'l
PA & FL residents add 6.5% sales tax
VISA/MC CALL TOLL FREE 1(800) 783-3886
Mail orders send check or money order to:
HERRONrail video
2016 N. Village Ave.
Tampa, FL 33612
Fax (813)932-6173

HERRON VIDEO RAIL

Two new 128-page all-color hardcover books are coming March 1, 1997.

Norfolk & Western In Color, Volume 1: 1948-1964 by Jim Nichols. Over 240 color photos of N&W steam and diesel over the road from Tidewater to Ohio.

Nickel Plate Color Photography, Volume 3 You saw what the company photographer Willis McCaleb accomplished in the first two volumes, now it's the fan's chance in this across the system all-color book.

Order today at the special pre-publication price of:

Each @$40 + $3.50 postage, $5 foreign.
Include street address for UPS delivery.
NJ residents add $2.40 tax.
After 3/1/97, price is @ $49.95.

Morning Sun Books, Inc.
11 Sussex Court
Edison, NJ 08820

MORNING SUN BOOKS INC.

AND NOW BACK TO WESTERN CANADA FOR TWO NEW BOOKS

The Great Northern and Northern Pacific in Canada

Lawrence Stuckey and Donald Bain have joined forces to prepare this first volume of the GN and NP operations in Canada. It is generally forgotten that both railways had lines in Manitoba and that the GN had extensive routes in southern B.C., three of which continue to operate today. Includes shots of "Moguls", "Pacifics", RS-2s, GP7s, E8s, even a C-Liner. $12.00

Canadian Pacific and Canadian National in the Southern Interior of British Columbia

by Ernie Ottewell, a CP engineer from 1942 to 1988 He carried a camera with him and has compiled this informative and entertaining review of some of the railway's operations during his working life. Many steam-era locomotives as well as a Royal Train. $9.00

Special offer: Both books for $21.00 including postage
Canadian customers, please add 7% GST but no PST

All our books are more than just photograph albums. They include comprehensive captions providing **carefully researched, accurate** and **detailed** information about the scenes shown. In addition, there are maps detailing the locations discussed in the texts and several works have locomotive rosters. See for yourself why our books have won a devoted following among railfans throughout North America and overseas. Why not become a BRMNA Subscriber? For $32.00 (+ GST in Canada), Subscribers receive the next four books as they are published. These are shipped immediately the books are received from the printer. Be the first to obtain these excellent works which now comprise more than 60 titles covering all aspects of Canadian railways.

Canadian and US Visa cardholders, why not use our free, ordering hotline? Call **1-800 340-3108** to place your orders and receive rapid service You can also contact us on Internet at **brmna@cadvision.com** and use your Visa. Our home page is **http://www.cadvision.com/brmna** and contains information on what books are available.

B.R.M.N.A.

5124 33 Street N.W., Calgary, Alberta, Canada T2L IV4
(403) 282-8456 Fax (403) 289-3783

Ted Rose calendar around, as it has the lunar phases.

It's difficult to work the moon into night shots, since it's a full-bright element among scenes where the ambient exposures may be anywhere from five to 60 seconds. If the moon does happen to appear in the frame, it's usually too small to be recognizable, and since the moon is circling a rotating Earth, exposures of even five seconds will show some movement. Anyone with a telescope will tell you that it only takes the moon a few seconds to move across their view finder. As an experiment, mount your camera and your longest telephoto on a tripod with the moon at one edge of the frame and note the movement for yourself.

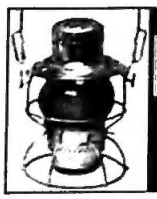
When the moon is in the scene you want, it's often best to set up as far a way from the subject as practical and use a longer lens, which will make the moon appear larger (in the two FT shots note the different sizes of the moon; the 28mm number board shot was strobe lit at ½50 between *f*5.6 and *f*8).

Since the exposures between the moon and typical railroad night work are quite different, the best way to expose both correctly is to double-expose the moon into the night shot. Many 35mm cameras are capable of multiple exposures on one frame; check your manual. Most cameras with this feature activate it with a small widget near the winding lever, and many of the new-generation electronic cameras have a program setting for multiple exposures. But be careful — I discovered such a multiple exposure lever in 1987 on a Leica reflex body I bought two years previous (without a manual) when an entire afternoon at Hermosa Tunnel on UP's Sherman Hill wound up on one frame. I hope no one ever has to go through that.

By the way, of the Leica, three Nikon FM2s and an F3 I've owned since then, none of them offered perfect registration on double-exposed frames, though the Leica was best at it. Avoid super-critical compositions, if you can.

Double-exposing the moon into your night shots opens a whole new world of creative expression and fun. By changing lenses the moon can appear any size the photographer wants. I've seen many images in photo magazines and books that have a huge moon over tiny scenes, and others that have an entire night's work with several moons arcing across the sky by opening the shutter every half-hour or so. That type of scene would work well, say, with several moons arcing over a lonely helper set to imply that they

THE APPARENT SIZE OF THE MOON changes as the focal length of the lens changes. The normal 50mm lens view of EMD FT 103 shows a prominent moon, while the wide-angle close-up of the number board renders the moon as a small pinpoint of light (**below**).



The finest in gifts for the railroad enthusiast
RAILROAD GIFTS
Schrader Enterprises, Inc.
230 South Abbe Rd. Dept RR
Fairview, Michigan 48621
Send $1.00 FOR CATALOG

NEW YORK CENTRAL'S "HARLEM DIVISION"
The Coming of the "N.Y. and Harlem Railroad"
Used today by "Metro North Railroad"
GCT-Berkshire Hills. 380 pages, 800 photos.
L.V. Grogan
31 Sans Souci Dr., Pawling, NY 12564
Soft: $43.95 + NY Tax (residents)
& $4.10 post. Cks/Money Orders.
Books Autographed as Requested

INTERNATIONAL TIMEKEEPERS
Railroad Pocket Watches
1850s-1950s * FULLY RUNNING SERVICED, WARRANTEED
FOR A COMPLIMENTARY ISSUE of Our Watch List, send Post Card w/Name, Address, AC, Tel # to:
780 N WESTERN AVE, NOGALES AZ 85621 or CALL (520) 287-6578

Our New Book - - - **THE HUDSON & MANHATTAN RAILROAD REVISITED**
by Paul Carleton
Is Now Ready
128 pages - hard cover - 235 photos in color and black and white. **$29.95 postpaid**
D. CARLETON RAILBOOKS
P.O. BOX 1827, Dunnellon, FL 34430

sat there all night, especially if they did.

I have found that it's best to set the multi-exposure lever, then take the night shot first. That way if something goes wrong with the often-more-complicated railroad scene, the time and effort to shoot the moon isn't wasted. My own philosophy is to try to make the moon look natural in size. However, the moon through a 50mm lens is tiny. The moon through a 200mm or 300mm lens makes the moon unnaturally huge. I have found that the moon looks most natural in the 100-to-135mm range, and especially if over-exposed by a full *f*-stop to give it the brightness that our eyes perceive (the cover and page 28 photos are double exposures with the moon exposed at 1/125 at *f*8 with Kodachrome 64).

I don't know why the moon looks so big to our own eyes; my guess is that our eyes tend to look past the foreground elements to see the moon in the sky. Once learning the exposure of the moon, I've had very good luck working it into occasional photos, and opting not to include it where it's too-bright presence wouldn't have helped the scene or the final photograph. I'm looking forward to being able to include a "God's thumbnail" crescent moon into a photo, naturally or otherwise.

And remember that the "man in the moon" face on the full moon appears as it rises. Since the moon isn't rotating, but the earth is, a setting full moon is roughly upside down (important information if you're trying to make a setting moon look rising; I missed this while composing the cover photo).

About the ethics of placing something in the frame that wasn't naturally found there — well, it depends on your goals for the photo. There are times when a moon in the photo will make a prize-winner (or cover candidate) out of an otherwise ordinary shot. I have never misrepresented any gadgets or camera work in the final photo — this is where, for me, the line between art and ethics is drawn. I have always indicated that the final image was the result of two exposures on the same frame. Open flash photography raises similar ethics questions — when multiple flashes are fired over a period of time, the final result is a photo that never existed in "real time." It's a matter of using the tools on the camera, not darkroom or computer magic.

Shoot the moon — then you can claim you shot the "eerie" railroad.

BOOKS by EDGAR T. MEAD

Narrow Gauge to Hills, Two Foot Gauge, Three Foot Gauge.

AT YOUR DEALER OR $25

BOX 292, ETNA, NH 03750

THE MOST COMPLETE RAILROAD BOOK

588 pages, 400 photos, 22 maps, 52 pages of timetables. Detailed history, operations, tariffs, train orders, quotes from RR Mag., a book, diary entries, many newspapers. 8-1/2x11

RAILROAD WITH 3 GAUGES

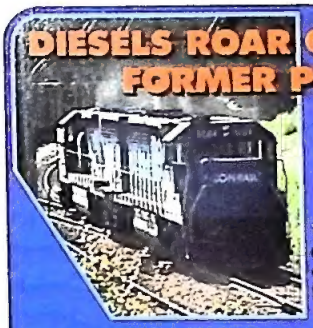
(a reprint) on the Cincinnati, Georgetown & Portsmouth RR •Narrow gauge steam, •Std. gauge steam, •Wide & Std. gauge electric.

$35 + $3.50 shipping.

David McNeil

29 Clark Ave., Cincinnati, OH 45215

DIESELS ROAR ON THE FORMER PENNSY



HORSESHOE CURVE
GALLITZIN TUNNELS
MG TOWER
ROCKVILLE

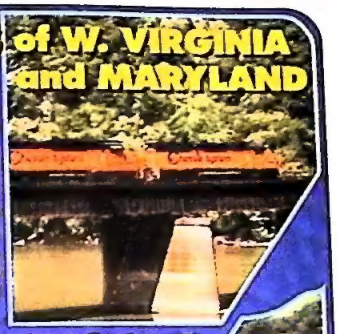
The places still exist, but the old Pennsylvania RR, of course no longer does.

We still can see Conrail Diesels at these revered spots, and for about 1 hour you'll see, among others, SD45, SD45-2, SD40, SD40-2, GP38-2, C30-T and U23C types in heavy action with clear, professional photography and wonderful sound.

Pennsy fans shouldn't miss this great, highly enjoyable Tape.

60 min. 100% color

DIESELS of W. VIRGINIA and MARYLAND



Together with some of the most famous train watching spots in West Virginia and Maryland, and C&O and B&O diesels, this tape is a must for all Diesel Fans.

17 Mile and Cranberry Grades and Harper's Ferry on the Baltimore and Ohio are visited, as well as the New River Gorge on the former Chesapeake & Ohio.

Add in Sand Patch Grade in Pennsylvania, and you have great action at some of the mid East's most spectacular locations.

46 min. 100% color

NS Diesels The Sequel

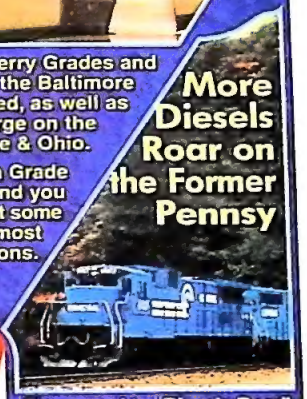
Part 1, The N&W

Starting with vintage films of older Norfolk & Western power, the show then swings into 80's action at the scenic locations west of Roanoke, Blue Ridge and Lambert's Point.

A huge variety of Diesel Units at work on old N&W rails make this a show Norfolk & Western fans will want to see over and over.

62 min. 100% color

More Diesels Roar on the Former Pennsy



The sequel to "Diesels Roar" contains all different footage including some vintage film of PRR and PC diesels, plus mid 80's scenes at Sunbury, Rockville, Spruce Creek, Cresson, Altoona, Johnstown and Horseshoe Curve.

With the latest SD50's, SD60's and C39-8's, this show is as good as the original one, and a sure must-have.

61 min. 100% color

All available only from

JMJ PRODUCTIONS

THIS MONTHS SPECIALS

All These Tapes are specially priced at $34.95 each plus $3.95 ea. s.& h.

VISA orders phone toll-free MasterCard

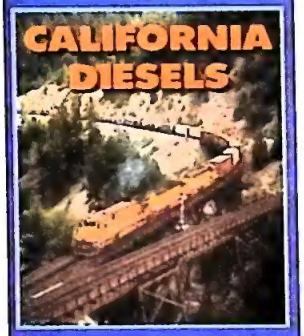
1-800-225-8203

or send check or money order to

JMJ PRODUCTIONS
P.O. BOX 4449
HOLLYWOOD, FL 33083

send two 32¢ stamps for catalog

CALIFORNIA DIESELS



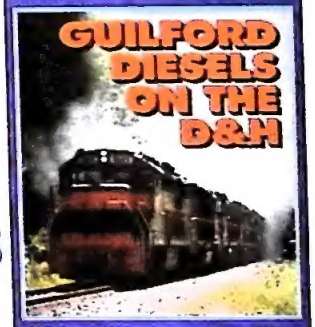
Our cameras were out West in 1984, and we visited some of California's best places to see trains.

Santa Fe, Southern Pacific and Union Pacific trains are shown at Tehachapi Loop, Soledad Canyon, Cajon Pass and the fabulous Feather River Canyon.

Contemporary train watching at its best.

46 min. 100% color

GUILFORD DIESELS ON THE D&H



Guilford's ownership of the Delaware & Hudson ended in bankruptcy on June 20, 1988.

This show was taped just 2 weeks prior to that, and contains action that will never again be seen.

Vintage films of D&H PA's, GE U-boats & Alco Centuries is also included.

61 min. 100% color

DIESELS ALONG the MOHAWK and HUDSON

This show features former New York Central lines along these famous Rivers, and more.

Vintage films and slides of NYC steam and diesel locos from the 1940's and 50's illustrate Mohawk, Hudson and Niagara steamers and first generation Alco, FM and EMD diesels.

Passenger and Freight Trains are shown on the scenic Hudson and Mohawk Rivers.

This great colorful diesel show is sure to please.

62 min. 100% color

DIESELS on the SOUTHERN TIER

The Southern Tier Line extends from Buffalo to Binghamton, and then on to Port Jervis.

Originally an Erie Line, then Erie-Lackawanna after the merger, it later was owned by Conrail with the D&H and NYS&W having trackage rights.

Vintage Film illustrates 1st and 2nd generation units of the Erie-Lackawanna and broadcast quality video shows Susquehanna, Guilford and Conrail action on the Tier.

62 min. 100% color

★ A NEW VIDEO RELEASE FROM PLETS EXPRESS! ★

BURLINGTON NORTHERN
MISSISSIPPI RIVER ROUTE

In this video you'll see one of the most beautiful and scenic segments on the entire BN. Witness the Burlington Northern as it travels 300 miles along the mighty Mississippi with its majestic bluffs rising high above the river. The show starts in Minneapolis and St. Paul and travels south through the picturesque river communities in Minnesota and Wisconsin to Savanna, IL. The exciting, fast paced BN action includes yard, local and mainline freights. See the BN as they haul intermodal, general freight and unit trains of coal, taconite, grain and autos. As an added feature you'll also see the connecting roads of the: Soo, CP, C&NW, WSOR, CC&P, IC, GB&W, MNNR, and TC&W. Plus Canadian National run thrus and the Milwaukee Road steamer #261 with passenger cars heading north for the Twin Cities. This video then finishes with a look at the Great Northern inspired paint scheme and trains on the new BNSF.

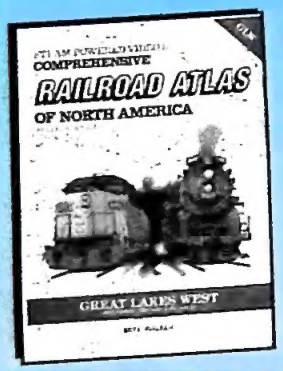
2 HOURS ○ BEAUTIFUL COLOR ○ LIVE AUDIO & NARRATION

SPECIAL INTRODUCTORY OFFER!
Only $42.95 REG. PRICE $47.95
OFFER EXPIRES 3/31/97
PLUS SHIPPING & HANDLING: USA $4, CANADA $5
WISCONSIN RESIDENTS ADD 5% SALES TAX

(715) 833-8899 CHECK/M.O./CR. CARD#, EXP.
VISA PLETS EXPRESS MasterCard
PO BOX 217 • ALTOONA, WISCONSIN 54720

JUST RELEASED! - THE 5TH VOLUME STEAM POWERED VIDEO'S:

COMPREHENSIVE
RAILROAD ATLAS OF NORTH AMERICA



VOLUME 5: GREAT LAKES WEST
INCLUDING CHICAGO & ST. LOUIS

- *Designed to provide a single source of reference to the N. American rail network, past and present*
- *Meticulously researched and drawn*
- *Highly detailed - 8 miles to 1 inch - complex areas enlarged to 2 miles to 1 inch*
- *Beautifully designed - coffee table quality - yet tough enough for "in field use"*
- *Clearly readable maps - RR identification marks*

ORDER BY CALLING TOLL FREE 1-800-474-6995 *00956.....$22.95 +S&H*

Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

AMERICAN EXPRESS VISA OPTIMA MasterCard

S&H in US $2. per book, outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax, Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery. Prices subject to change.

I enclose US$_____ in check or money order.
Please send me a copy of Railroad Atlas of North America.
❒ # 00956 Volume 5; Great Lakes West ($22.95 + S&H)
And Still Available:
❒ # 00953 Vol. 1; North East, includes Index Suppliment ($22.95 + S&H)
❒ # 00952 Vol. 2; California & Nevada ($22.95 + S&H)
Or please charge the following credit card:
❒ American Ex ❒ Mastercard ❒ VISA ❒ Optima Exp. Date_____
CARD NUMBER _____
SIGNATURE _____
NAME _____
STREET _____

1 G 39

TIMETABLE

RAILFAN EVENTS

VIRGINIA MUSEUM OF TRANSPORTATION, 303 Norfolk Avenue, Roanoke, VA 24016 (540/342-5670) will hold the following special events. Hours are Monday-Saturday 10am-5pm, Sunday 12pm-5pm.

Through April 5, "Structures" exhibition exploring the relationship between engineering and architectural form

February 6, "Box Cars on My Mind" lecture on African-American railroad heritage.

An extensive exhibit on coal mines will open at the museum in June, including a lecture on coal mines of western Virginia. Contact the museum for dates.

NEW FREEDOM, PENNSYLVANIA, February 1. Excursion over entire Northern Central Railway with FPA4 "B&O 800" and RSD5 "WM 1689." Eight daylight photo stops, two night photo stops. Tickets $35, optional box lunch $8, from the Chesapeake Division RRE, P.O. Box 328, Laurel, MD 20725-0328; 301/459-1923.

PRINEVILLE, OREGON, February 1-2. Steam-powered log train on the City of Prineville Ry. with 3-truck Mount Emily Shay No.1. Two roundtrips daily with runbys. Fare $20. Tickets and information from COP Ry., 185 E. 10th, Prineville, OR 97754; 541/447-6251.

HACKENSACK, NEW JERSEY, February 8. EastRAIL '97 sponsored by United Railroad Historical Society of New Jersey. Multi-media slide programs by Scott Snell, Tom Baker, Greg Nazarow, Sandy Burton, Frank Etzel and Steve Barry, 614 video feature from Mark I plus a tribute to Don Ball. Tickets $10 in advance, $12 at the door from URHS, P.O. Box 711, Clark, NJ 07066.

KINGSTON, MONTANA, February 14.The Charlie Russell Chew-Choo dinner train will operate over a 28-mile route between Kingston and Denton. Information: Main Connection Travel, P.O. Box 1123, Lewistown, MT 59457; 406/538-2527 or 800/735-7886.

DUNSMUIR, CALIFORNIA, February 14-15. Dunsmuir Rail Fair featuring SP E9 6051 and UP A-B-A E's, rail photography tour, railroadiana sale, slide show by Bill Shippen and other activities. Admission $8, families $15. Free information packet available, call 800/386-7684.

BOSTON, MASSACHUISETTS, February 22. Chartered Amtrak snow train from Boston to Brattleboro and Bellows Falls, Vt., via Conrail and New England Central. Adults $59, children 12 and under $30. For additional boarding locations and optional Vermont tours contact Massachusetts Bay Railroad Enthusiasts, P.O. Box 4245-BV, Andover, MA 01810-0814; 617/489-5277.

RUSK, TEXAS, February 28-March 2. Third Texas Railfan Weekend at the Texas State Railroad sponsored by the Gulf Coast Chapter NRHS and the 610 Historical Society. Mixed

NEW YORK CENTRAL 1997 CALENDAR
Color cover. Thirteen photos inside.
Historical information. $6.95 each.
Ohio residents include .40 sales tax.
New York Central System Historical Society, Inc., Dept. C. Box 58994
Philadelphia, Pa. 19102-8994

Over 350 Embroidered Cloth DEALER INQUIRIES INVITED
RR Emblems
137 Old Long Ridge Rd., Stamford, CT 06903
Catalog & 3 Samples $3.00 **W.N. RICH**

THE DEPOT ATTIC AT STRASBURG
209 GAP ROAD, ROUTE 741
STRASBURG, PA 17579
AUTHENTIC AND ORIGINAL RAILROAD COLLECTIBLES OF EVERY DESCRIPTION
NEW BOOKS, USED BOOKS, RARE BOOKS, HARDWARE, CHINAWARE, SILVERWARE, TIMETABLES, BROCHURES, POSTERS, SIGNS, SIGNALS, PASSES, PRINTS, LANTERNS, LAMPS, PAINTINGS, BADGES, ETC.
ANYTHING & EVERYTHING RAILROAD!
SEND $2.00 FOR CATALOGS
PHONE (717) 687-9300

Rail video tapes at great prices!

from McMillan Publications

Now Handling Railfan Timetables from *Altamont Press*

Serving You Since 1977

Gift Certificates Any Denomination Now Available

A&R • BERKSHIRE • BIG E • CHARLES SMILEY • CHICORY • CLEAR BLOCK • CRV • DIGITAL IMAGE • WORKS • EAST END • ESSEX • GTVP GOODHEART • GREEN FROG • GREG SCHOLL • HERRON • HIGHBALL PRODUCTIONS • HOPEWELL • ICON VIDEO JMJ • LAMMERS • MARK 1 • MIND'S I • MO-KAN VIDEO • MV PRODUCTIONS • OVERLOOK STATION • PLETS EXPRESS • RAIL INNOVATIONS • RAIL WAY PRODUCTIONS • REVELATION AUDIO-VISUALS • SUNDAY RIVER • TRAINS MAGAZINE • THREE D'S RAIL VIDEOS • WB VIDEO • ZULEKA

Books

FOUR WAYS WEST PUBLICATIONS

1995 BNSF Annual -Del Grosso	$34.95
1995 SP Motive Power Annual - Shippen	$34.95
Forth Worth & Denver Color Pictorial-Goen	$35.95
Great Northern Color Pictorial V1-Shine	$35.95
Great Northern Color Pictorial V2-Shine	$35.95
Great Northern Pictorial V3-Strauss	$35.95
Great Northern Pictorial V4-Strauss	$35.95
Northern Pacific Color Pictorial V1-Shine	$35.95
Northern Pacific Color Pictorial V2-Shine	$35.95

McMILLAN PUBLICATIONS, INC.

Santa Fe in Color Series:	
High Green to Marceline-McMillan	$49.50
Wheat Lines and Super Freights-McMillan	$64.95

Videos

BIG E PRODUCTIONS

Austell, GA - NS Hot Spot	$33.95
BNSF Sandhills Coal Conveyor	$31.95
Cartersville, GA - CSX Hot Spot	$29.95
Conrail's Harrisburg Line	$29.95
CR and NS at Silver Creek	$33.95
Kansas City Southern 1996	$25.95
Santa Fe-NS Joint Track East of Kansas City	$31.95
SP Around Klamath Falls	$25.95
SP on Steins Pass	$27.95
The Road to New Orleans (UP & SP)	$25.95
The Show Along US 30 (two tapes) (UP)	$45.95
The Trains of Tehachapi	$29.95
Union Pacific on Cima Hill	$27.95
UP Between Longview & Marshall (Texas)	$25.95
UP-SP Paired Track in Palisade Canyon	$25.95
Wisconsin Central - 1995	$27.95

CHARLES SMILEY PRESENTS

Santa Fe Desert Tour	$23.95
Cajon Pass Tour	$23.95
Tehachapi, The Tour	$23.95
Southern Pacific Sunset Salute	$23.95
Southern Pacific - The Missing Years	$19.95

G. TRAIN VIDEO PRODUCTIONS (GTVP)

BN - Sand Hills & Butte Subs	$28.95
BN - The Thayer Sub	$28.95
CSX - Corbin's C. C. Subdivision	$28.95
CSX - KD Subdivision	$28.95
CSX - S&NA North Subdivision	$28.95
NS - Main Line Through the Heart of Dixie	$28.95

GOODHEART PRODUCTIONS

No. 261 - New River Adventures	$23.95
No. 261 - Rebuilding a 4-8-4	$31.95
No. 261 - Winter Spectacular	$23.95

GREEN FROG PRODUCTIONS

Amtrak's California Zephyr	$31.95
Amtrak's California Zephyr-Second Edition	$23.95
Best of Passenger Trains - The West	$25.75
Cass & Mower Logging Trains	$23.95
Chicago Odyssey-Vol 1 (2 tapes)	$59.95
Chicago Odyssey-Vol 2 (2 tapes)	$59.95
Conrail - Middle Division	$31.50
Conrail - The West Slope	$31.50
CSX-Vol 1 Atlanta to Chattanooga	$31.00
CSX-Vol 2 Chattanooga to Nashville	$31.00
CSX-Vol 3 Nashville to Louisville	$31.00
CSX-Vol 4 Louisville to Cincinnati	$31.00
CSX-Vol 5 Evansville to Chicago	$31.00
Empire Builder	$31.95
Empire Builder-Second Edition	$15.95
Erie-Lackawanna (2 tape set)	$56.95
Florida East Coast	$35.50
Illinois Central (2 tapes)	$59.95
Logging Railroads-Modeling the Prototype	$27.50
New York Central Odyssey-Vol 1 (2 tapes)	$54.95
New York Central Odyssey-Vol 2 (2 tapes)	$54.95
Nickel Plate and AC&Y	$23.95
Norfolk Southern-Atlanta to Chattanooga	$31.00
Penn Central (two tapes)	$39.50
Pennsylvania Railroad	$31.95
Rails New Orleans	$31.50
Rio Grande Odyssey (2 tapes)	$56.95
Rock Island Railroad	$31.95
Santa Fe Odyssey - Vol 1 (2 tapes)	$49.95
Santa Fe Odyssey - Vol 2 (2 tapes)	$49.95
Santa Fe Odyssey - Vol 3 (2 tapes)	$40.50

New Books

FOUR WAYS WEST PUBLICATIONS

Gulf Mobile & Ohio Color Pictorial-Wallin	$35.95
SP's Colorful Shasta Route-Dill	$35.95

OMNI PUBLICATIONS

Coast Line Depots -Valley Division (AT&SF)	$39.50

WHITE RIVER PRODUCTIONS

Route of the Rockets (Rock Island)	$40.50

New Videos

BIG E PRODUCTIONS

CSX and NS at Attica Junction	$25.95
The East End-CSX Along the Potomac	$25.95

CRV PRODUCTIONS

Railroading in the Heartland	$28.95

G. TRAIN VIDEO PRODUCTIONS (GTVP)

Scenic Northwest Mainline Series:	
CP Shuswap Sub (Revelstoke to Kamloops)	$29.95
CN-CP Thompson & Fraser Canyons	$29.95
UP-BNSF Columbia River Gorge	$29.95
BNSF Minot, ND to Belton, MT	$29.95
UP LaGrande, OR to Napa, ID	$29.95
***Special:* all five Northwest tapes**	$139.95

GOODHEART PRODUCTIONS

4960-Steam Star of the Grand Canyon Rwy	$23.75

GREEN FROG PRODUCTIONS

RGS/D&RGW	$14.95
Steam Giants Across America	$27.95

HIGHBALL PRODUCTIONS

Highball Along the Columbia	$39.50
Highball Down the Yazoo (Illinois Central)	$23.50
Highball Over Rich Mountain (KCS)	$19.50
Highball Over Silver Zone (UP and SP)	$27.50
KCS and Kudzu (KCS east/west line)	$23.50
The Green Mountain Railroad	$23.50

MIDWEST VIDEO PRODUCTIONS

BNSF Chillicothe Sub-Vol 1	$23.95
BNSF Chillicothe Sub-Vol 2	$23.95
Inside the Belt Railway of Chicago	$19.00
River Crossings	$19.00
Southern Pacific Central Corridor	$19.00
Tower Junctions (Chicago area)	$19.00
UP/C&NW Geneva Sub-Vol 1	$23.95
UP/C&NW Geneva Sub-Vol 2	$23.95
Wisconsin Central Ltd '96	$23.95

PLETS EXPRESS

BN's Mississippi River Route	$38.95

RAILWAY PRODUCTIONS

BNSF's Stevens Pass	$23.95

RAIL INNOVATIONS

Algoma Central Tour Trains	$15.95
Tracks of the Black Bear (ACR)	$23.95

REVELATION AUDIO VISUAL

Manitoba Mixed	$23.95
Rocky Mountaineer	$23.95

TRAINS MAGAZINE

On Location - Tehachapi Pass	$22.95

WHITE RIVER PRODUCTIONS

Warbonnets on the High Iron	$23.95

Railfan Timetables

ALTAMONT PRESS

California Region #7 (CA)	$13.00
Intermountain Region #2 (WY, MT & S. ID)	$11.00
Pacific NW Region #4 (WA, OR & N. ID)	$12.00
Rocky Mountain Region #3 (CO, UT & NV)	$12.00

GREEN FROG PRODUCTIONS (cont'd)

Steam in the 50s - Vols 1 and 3, each	$27.95
Steam in the 50's - Vol 2	$19.95
Union Pacific-Super Railroad - Vol 1	$31.00
Union Pacific-Super Railroad - Vol 2	$31.00
Union Pacific-Super Railroad - Vol 3	$14.50
Union Pacific Odyssey - Vol 1 (2 tapes)	$49.95
Union Pacific Odyssey - Vol 2 (2 tapes)	$49.95
Western Maryland	$31.95

GREG SCHOLL VIDEO PRODUCTIONS

America By Rail - Vol 1 - The Heartland	$19.95
America By Rail - Vol 2 - The West Coast	$19.95
America By Rail - Vol 3 - East Coast	$19.95
Cab Ride Over Kicking Horse Pass	$23.95
Canada's Canyon Route	$23.95

GREG SCHOLL (cont'd)

CP's Kicking Horse Pass	$23.95
Chicago & North Western Mainline West	$45.95
Steam Around the World Series:	
American Steam in the Rockies	$23.50
China: Steam Train Paradise	$23.50
Cuba: Stronghold of American Steam	$19.50
German Narrow Gauge	$23.50
German Standard Gauge	$19.50

HIGHBALL PRODUCTIONS

Bridge Line-CP Rail's D&H	$27.95
Conrail's Chicago Line - Vol 1	$27.95
Conrail's Chicago Line - Vol 2	$27.95
Conrails's River Line	$27.95
Crawford Hill	$27.50
Highball Across the Mojave (BNSF)	$23.50
Highball Over Tehachapi	$19.95
Highball Through the Rathole	$27.95
In Search of Alcos	$27.50
New England Central	$23.95
Santa Fe Across Arizona	$27.95
Sherman Hill	$27.50
The Fight for Soldier Summit	$27.50
The West End - CSX's Mountain Div	$23.95
Thunder in the Wasatch	$27.50
Union Pacific's Salt Lake Route	$27.50
Wisconsin Central	$28.50

ICON VIDEO PRODUCTIONS

Donner Pass - Granite Series 1	$12.95
Farewell to the Santa Fe (California)	$12.95
Feather River Canyon - Granite Series 2	$12.95
Shasta Route - Granite Series 3	$12.95
Southern Pacific's Coast Line	$17.95
Tehachapi - Eve of Change	$14.95

JMJ PRODUCTIONS

C&O Steam Locomotives	$31.95
Vintage Rails - Vol 1 . (D&H)	$31.95
Vintage Rails - Vol 2 . (UP & NKP)	$31.95
Vintage Rails - Vol 3 . (PRR, Milw Rd, etc.)	$31.95
Vintage Rails - Vol 4 . (FEC)	$31.95
Vintage Rails - Vol 5 . (ACL and SAL)	$31.95
Vintage Rails - Vol 6 . (N&W)	$31.95
Virginian Vignettes	$23.95

LAMMERS VIDEO MEMORIES

The Katy - Gateway to the Southwest	$26.50

MIND'S I PRODUCTIONS

Alaska - Steel Rails-Midnight Sun	$30.60
Alaska II - Where Trains Fly & Eagles Soar	$23.40
Alaska III - Giants in the Dark	$30.60

PLETS EXPRESS

C&NW in Northwest Wisconsin	$38.95
C&NW Iron Ore Route	$27.95
Dakota, Minnesota and Eastern	$31.95
Duluth, Winnipeg & Pacific	$31.95
Missabe Rails	$38.95
Northland Baldwins and the E&LS	$31.95
Salute to the Soo Line	$38.50
The Trains of Winter	$31.95

RAIL INNOVATIONS

A Superior Winter	$23.95
Algoma Central Railway	$23.95
CP Rail's Big Alcos	$18.95
The Tail End (ride a CN caboose)	$23.95

RAILWAY PRODUCTIONS

Santa Fe Main Line Series:	
Chicago to Kansas City	$23.95
Kansas City to Gallup	$23.95
Gallup to Los Angeles	$23.95
***Special:* all three Main Line tapes**	***$69.95***

REVELATION AUDIO VISUAL

Birth of a Viewliner	$23.95
Broadway Limited	$23.95
Erie Lackawanna Legacy (2 tapes)	$36.95
Towers: CSX's Living Relics	$23.95

THREE D'S RAIL VIDEOS

UP-SP Houston Hot Spots	$27.95

TRAINS MAGAZINE

On Location - Amtrak's NE Corridor	$22.95
On Location - Appalchian Conquest	$22.95
On Location - BN's Chicago Racetrack	$22.95
On Location - Cajon Pass	$22.95
On Location - Cascade Crossing	$22.95
On Location - Conrail's Chicago Gateway	$22.95
On Location - Horseshoe Curve	$22.95

Postage & Handling

United States: $4.00 *per order* (no charge for orders over $100.00)
Canadian and International: $4.00 for first item; $2.00 for each additional

Fast Service

500 Titles in Stock
Write for free list

Colorado residents add 7.50% tax

U.S. and Canadian Credit Card Holders Order Toll Free
1-800-344-1106
Mon-Sat 8 a.m. to 6 p.m.; Sun 1 p.m. to 6 p.m., Mountain Time

- MasterCard
- Visa
- Discover
- American Express

Order now from:

McMILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004-1622

24-Hour Fax: 1-303-456-2049
Information: 1-303-456-4564
Internet: MacPubInc@AOL.com

Colorado Railroad Museum

The Railroad Book Source

CALL US FIRST ! 800-365-6263

Best Selection of Railroad Books
We stock over 1000 titles from throughout the country, hundreds of videos, calendars and gifts available.
FAST PERSONAL SERVICE!

Biggest & Best RR Book Catalog $2.00
(refundable with first purchase)

Members receive discounts!
Call for information, and charge to your credit card, today!

Purchase from us and help to preserve railroad heritage!

Colorado Railroad Museum
P.O. Box 10, Golden, CO 80402-0010
800-365-6263 / 303-279-4591 / fax 303-279-4229

HANDSOME BOOKS • EXCELLENT PHOTOS • INFORMATIVE DATA • HISTORICAL FACTS

the era of Steam.....

- BIG BOY PORTRAITS.....$38.95
- CHALLENGER PORTRAITS.....$38.95
- SHERMAN HILL, INCLUDES PRE-1974 DIESELS & TURBINES...$28.95
- UP COMMON STANDARD DRAWINGS, 4 VOL SET..$45.00
- SUNSET ON THE RIO GRANDE SOUTHERN ...$44.95

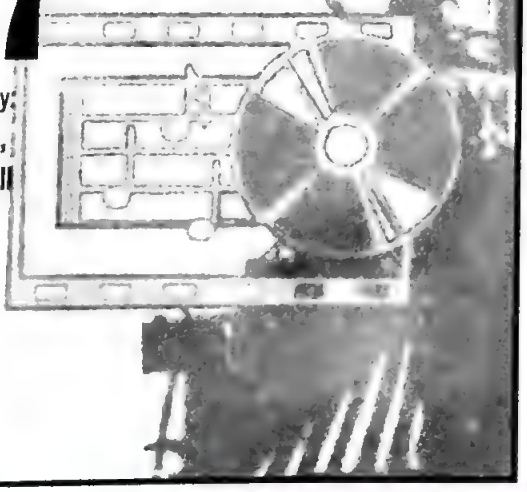
POSTAGE PAID IN USA & CANADA.
WYOMING RESIDENTS ADD 5% TAX. SORRY, NO CREDIT CARD ORDERS.
OVERSEAS ORDERS: USA FUNDS, ADD POSTAGE PER BOOK: $6.00 SURFACE. $18.00 AIR MAIL.

Challenger PRESS
P.O. BOX 28 • CHEYENNE, WYOMING 82003-0028

East RAIL '97

MULTI-MEDIA RAILFAN PRESENTATIONS
Presented by:
The United Railroad Historical Society of New Jersey
SATURDAY, FEBRUARY 8, 1997
11:00 am

Bergen Technical & Vocational School Hackensack, NJ



Scheduled programs include presentations by:
Tom Baker, Steve Barry, Sandy Burton, Frank Etzel, Greg Nazarow and Scott Snell
A special tribute to Don Ball, Jr.
plus a video featuring C&O 614
Admission: $10.00 Advance
$12.00 at Door
For Advance Ticket Sales Write:
URHS
P.O. Box 711, Clark, NJ 07066

trains behind steam and diesel. Fare $85 for all three days. Information TSRR Railfan Weekend, P.O. Box 19051, Houston, TX 77224, 713/467-4180

STOCKTON, CALIFORNIA, March 8 Winterail '97 photography exposition and railroadiana show & sale at the Scottish Rite Temple, 9am-10pm. Scheduled presenters include Mike Valentine, Gordon Glattenburg, Tom Moungovan, Mark Acuna, Dick Dorn, Ken Meeker, John Shaw, Dave Nicollette and Don Hunter. Admission $18 for photography exposition and railroadiana sale. Make checks payable to Vic Neves - Winterail '97 and mail to P.O. Box 23721, Oakland, CA 94623-0721.

MYSTIC VALLEY RAILWAY SOCIETY, INC., P.O. Box 486, Hyde Park, MA 02136-0486 (617/361-4445) will sponsor the following trips

March 22, "Sugartime Special" chartered Amtrak train from Boston to White River Jct., Vt., via Conrail and New England Central. Adults $60, ages 5-12 $50, under 5 free

April 4-6, "Cherry Blossom Special" between Boston and Washington D.C. via regular Amtrak service. Fare $250 coach, $335 first class

April 19-27, "Show Me Missouri" from Boston to Chicago and St. Louis via regular Amtrak service. Side trip to Branson, Mo. Contact MVRS for fares and reservations.

WHIPPANY, NEW JERSEY, March 22, 23 and 29. Easter Bunny Express runs hourly 12pm-4pm each day. Adults $6.75, kids under 12 $3.75, babes-in-arms free. Reservations strongly recommended from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 201/887-8177.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027 (615/781-0262) wills sponsor the following trips. All trains require reservations. Contact museum for ticket order form for all trips except Cookeville.

March 29, Columbia-Lawrenceville, 72 miles, $15-$49.
April 5, Lawrenceville-Columbia, 72 miles, $15-$49.
April 19, Nashville-Watertown, 90 miles, $15-$49.
April 25-26, Cookeville-Buffalo Valley, 32 miles, 4 trips, $15-$25. Contact Cookeville Chamber of Commerce, 302 S. Jefferson Street, Cookeville, TN 38501 (615/526-2211) for reservations on these trips only.
May 17, Watertown-Nashville, 90 miles, $15-$49.
June 7, Nashville-Gordonsville, 120 miles, $15-$49.

MADISON, NEW JERSEY, April 5. Annual symposium sponsored by the Friends of the New Jersey Railroad and Transportation Musem, featuring 20 fast-paced presentations on the museum effort. Featured presentations are on Public Service streetcars and C&O 614. Admission $35 includes annual membership in Friends. Registration form and information from Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922; 908/464-9335.

ROCKTON (WINNSBORO), SOUTH CAROLINA, April 19-20. South Carolina Railroad Museum's 3rd Annual Railfan Weekend featuring freight operations with five diesels on Saturday, motor car ride to end of the line on Sunday. Fare $20 Saturday, $7 Sunday. Information from South Carolina Railroad Museum, P.O. Box 7246, Columbia, SC 29202-7246.

SAN ANGELO, TEXAS, April 26-27. Railfair '97 will celebrate

GOLDEN SPIKE ENTERPRISES INC.

★★★★ Railroad Memorabilia ★★★★

One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.

Send $2, and large SASE for listing, refundable with purchase

Golden Spike Enterprises Inc. P.O. Box 422
Williamsville, NY 14221 (716)689-9074

EUROPEAN ELECTRIC VHS VIDEOS
1990's city tram & interurban coverage from Austria, England, Germany, Hungary & Switzerland.
SSAE for information
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021

THE DEPOT ATTIC
377 ASHFORD AVENUE.
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"

BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper
Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858

PHONE (914) 693-5858

ONE FOR THE LADIES!
C&O CHESSIE SLEEPING
Kitty night shirt (no de Plume!) $13.95
One size fits all

"BEST PRICES"

Fast Service – Satisfaction Guaranteed! • Compare & Save!

BOOKS • VIDEOS • WEARABLES • COLLECTABLES

"WE WILL NOT BE UNDERSOLD!"

SAVE EVEN MORE...
DON'T MISS OUR
DOUBLE DIAMOND ♦♦
SUPER SAVER SPECIALS!
This Jan. 31, 1996
All items are in limited supply
Order Now!

BOOKS

20th Century Limited, 128-103 ..... 19.25
American Narrow Gauge, 107-126 ..... 33.85
American Shortline Railway Guide, 131-01073 ..... 17.50
Appalach Coal Mines & RRDs (TLC), 128-114 ..... 12.95
Argent Lumber-Last of Swamprats (PFM), 120-015 29.25
Atlantic Coast Line-Diesel Years, 119-104 ..... 37.75
AT&SF Color Guide Frt/Pass. Equip, 106-152 . .35.95
B&O Color Gde Frt/Pass Eq 106-164 ..... 35.95
B&O Sand Patch - Clash of Titans, 132-100 ..... 39.75
B&O V1 & V2, (EA), 110 ..... 33.50
Beaumont Hill, SP, 107-103 ..... 35.95
Beauty of Railroad Bridges, 107-122 ..... 33.85
Berkshire & TX Type (as DJ), List $40, 128-093 .♦♦14.50
Before Guilford, 110-101 ..... 29.50
Blue Ridge Trolley - H&F Interurban, 107-129 ..... 30.50
BN: Coal Country Trackside Guide, 175-106 ..... 21.75
BN: RR'D Giant of the PNW, 175-103 ..... 19.75
BNSF 1994 Annual (HB), 175-107 ..... 34.95
British Columbia Railway, 204-101 ..... 56.95
Burlington Northern Into the 90's, 121-013 ..... 34.95
Burlington Route, V1 (FWW), 121-010 ..... 34.95
By the EL, 140-118 ..... 29.50
Cabooses of the B&O RR'D (Hubler), 215-101 ....37.95
CB&Q Color Guide/Frt & Pass. Equip, 106-148 ..35.95
C&O Diesel Locomotives, 168-102 ..... 26.75
C&O Dining Car Recipe Book, 168-104 ..... 16.95
C&O In the Coal Fields, 168-112 ..... 19.50
C&O Steamliners, 2nd to None, 168-101 ..... 24.95
California Railroads, 107-102 ..... 34.25
Cascade Division - BN/MIL Road, 191-101 ..... 27.95
Central Arizona's Railroads (GW), 107-118 ..... 30.95
Chasing Trains - B. Richardson, 146-129 ..... 40.50
Chessie Era (TLC), 128-116 ..... 12.50
Chicago, Burlington & Quincy V1 (MS), 106-135 35.95
C-Liners-FM Line of Consol Locos, 119-116 ..... 16.75
Cntrl. Vermont Rwy-Yankee Trad., V7, 202-104 .29.75
Colo. & So.-Southern Div. (FWW), 121-020 ..... 34.95
Cntrl Look at Conrail's SD40's & SD40-2's, 157-129 ..14.95
Conrail Commodities, 172-101 ..... 36.75
Contemporary Diesel Spotters Guide, 131-01068 ....15.50
CR Motive Pwr Rev'e, 1986-91, 119-102 ..... 37.95
Diesel Locos-The First 50 Years, 131-01054 ..... 20.75
Diesels of the Chicago & NW, 119-110 ..... 43.00
Dixie Line, 139-106 ..... 21.25
East Broad Top, Slim Gage Survivor, 110-112 ..... 35.25
EMD SD60, 115-115 ..... 22.25
GE's DASH 8-40C,CW/CM (Withers), 119-106 ..... 18.50
Ghost Trains & Depots of Georgia, 207-101 ..... 52.95
GN Color Guide-Frt't/Pass Equip, 106-147 ..... 36.95
GN Freight Equip, BX1&2, 121 ..... 35.95
GN Color Pictorial V1-V4 (EA), 121 ..... 35.95
Great Northern Freight Equip, BX2, 121-025 ..... 35.95
Guide to N. American Stm. Locos, 131-01051 ....19.25
Heartland, 115-104 ..... 37.95
Illinois Central-In Color, 106-155 ..... 35.95
Illinois Cntrl Streamliners 1936-45, 128-128 ..... 15.75
In Search of Steam Donkeys, 223-101 ..... 34.95
Insull-Chicago Interurbans-In Color, 106-167 ....35.95
Interstate Railroad (OLG), 110-110 ..... 31.75
Manhattan Gateway, 131-01057 ..... 32.95
Mont. Maris Pass: BX Milepass/BNSF Gde,175-109 19.75
M Rd in Color V1&2, 106-157 (Both 34.95EA)♦♦35.95
Missouri Pacific Diesel Power, 166-101 ..... 44.50
Mudbeas, 130-111 ..... 23.95
N&W and Virginian In Color (TLC), 128-117 ..... 25.95
L&N 'Old Reliable", 128-126 ..... 24.75
Metrolink Commuter Train System, 107-125 ..... 13.95
Mickle Plate RD Official Photo, V1, 128-127 ..... 20.50
N. New England Rails Color Guide, 106-144 ..... 35.95
N. Amer. Loco Prod. 1968-89, 112-102 ..... 21.95
N. Amer. Non-Rev. Frt. Cars, 112-103 ..... 14.95
New Haven Power, 142-108 ..... 62.95
NP Color Pictorial, V1-2 (FWW), 121-000 .....EA 35.95
Nickle Plate In Color-V2, 106-169 ..... 36.75
NS Motive Power Rev. '92-4, 119-000 .. HC 37.95 SC 21.95
Norfolk Southern Review - 1995, 163-107 ..... 27.25
Norfolk Southern Diesel Locomotives, 128-123 .15.95
N.Pacific Color Guide to Frt/Pass Eq, 106-158 ..35.95
N.P. Diesel Era, 1945-1970, 107-124 ..... 42.00
NW Pacific RR's & R's Successors, 191-107 ..... 26.95
NYC Diesel Locomotives, 128-118 ..... 22.95
NYC Great Steel Fleet, 128-125 ..... 16.75
NYC In the Hudson Valley, 131-01061 ..... 14.75
NYC Steam In Color, 106-139 ..... 35.95
NY Ontario & Western Diesel Age, 111-112 ..... 21.75
Pennsy Diesel Locos, V1, 119-112 ..... 11.25
Pennsy Diesel Locos, V2, 119-113 ..... 12.50
Pennsy Diesel Years, V2, 3, 4 106-000 .....EA 33.75
Pennsy Diesel Years, V5, 6 106-000 .....EA 35.95
Pennsy Electric Years, 106-116 ..... 33.75
Pennsy Steam Years, Vol 1, 106-114 ..... 33.75
Piggyback & Containers, 107-104 ..... 35.00
President Travels by Train, 128-124 ..... 29.50

NEW TITLES

NEW BOOKS

31st Annual Steam Pass. Directory, 131-01078 ♦♦11.25
BNSF 1995 Annual, 121-024 (HC) 32.50
C&O Coal and Color, 168-114 ..... 30.95
C&O Hoppers & Gons, V1 1936-65, 168-118 ..... 23.95
CHILI Line & Santa Fe-City Diff , 148-105 ..... 35.75
CI'ss Frt. Cars, V3 (Insul box & reef.), 140-119 ..... 21.95
Colorado Midland Rwy, 146-134 ..... 41.95
CRM Annual '96-West. Rail Hist., 108-22 ..... 32.95
Diesels of So. Rwy 1939-82, 119-114 ..... 43.00
DPA-LTA 1996-7 Loco Roster, 178-103 ..... 12.25
Durango-Always A RR'd Town, 148-106 ..... 35.95
Empire of Silver, 146-135 ..... 29.95
FM Locos in Col., 106-174 ..... 36.75
Feather River Cyn-UP, 109-B925 ..... 36.75
Ft Worth & Denver Color Pict, 121-026 ..... 35.95
Great Northern Freight Equip, BX2, 121-025 ..... 35.95
Gulf, Mobile & Ohio Color Pict., 121-027 ..... 35.95
Heart of the PA RRd, 131-01071 ..... 14.95
Mil. in Col., V3 Under Wires, 106-171 ..... 35.95
Minn. & St. Louis in Color, 106-175 ..... 36.75
N.J. Transit, 103-104 ..... 23.95
NYC Later Pwr 1910-1968, 142-109 ..... ♦♦53.95
NYC Light Weight Pass. Cars, 128-131 ..... 24.75
Passing Trains-McDonnell, 115-108 ..... 37.25
Pennsy Diesel Locos, V3, 119-120 ..... 13.50
Pine Grande-Mich-Cal Lumber, 130-112 ..... 23.95
RR'd Atlas-Gr't Lakes, East, V6, 169-106 ..... 17.25
Seattle, Portland, & Spokane, 120-023 ..... ♦♦53.95
SP's Shasta Route, 121-028 ..... ♦♦35.95
SP in the Bay Area, 131-01070 ..... ♦♦15.00
SP in the West-PTZ, "I-5" Corridor, 191-109 ..... 33.95
Union Pacific Switchers, 119-119 ..... 18.50
UP Color Gde Frt/Pass Eq., V2, 106-176 ..... 35.95
West. MD Diesel Locomotives, 128-132 ..... 18.50

NEW VIDEOS

America by Rail, V3 East, 229-50123 ..... 19.95
BN's Mississippi River route, 134-117 ..... 38.75
BNSF's Stevens Pass, 216-104 ..... 23.75
Christmas Trains, 100-TMAS 14.75
Cuba Steam, 100-CUBA 14.75
Eureka & Palisades, 100-EPOS 14.75
Feather River Cyn E-9's, 100-FRE9 ..... 14.50
From the Ashes-RE Railroading, 211-115 ..... 23.50
Green Mt's RR'd, 184-120 ..... 23.25
Highball Along the Columbia, V1&2, 184-116 ..... 38.75
Highball Down the Yazoo, 184-115 ..... 22.25
Highball Over Silver Zone, 184-117 ..... 27.25
History-World's Fastest Trains, 100-WFT 16.95
Illinois Central, V1&2 (3hrs), 100-ICSPEC 37.75
Into Alleghenys Range, V4 (2 tapes), 100-AR4 ..... 28.25
KCS & KUOZU, 184-118 ..... 23.25
Manitoba Mixed, 211-110 ..... 23.50
Mount Rainier, 100-RAINIER 14.75
On Loc., Amtrak's NE Corridor, 131-15031Y 22.50
On Loc. Tehachapi, Pass, 131-15032Y 22.50
Penn Central-2 Tape Set, 129-53128 ..... 34.95
Pentrex Previews, VS, 100-PREVS 15.50
RGS/The DRGW, 129-53127 ..... 14.75
Rocky Mountaineer, 211-119 ..... 23.50
Shasta Route-Granite Series, 214-108 ..... 12.95
SP's Central Calif. Mainline, 100-SPCCM 16.75
SP's Coastline, 214-107 ..... 17.95
Steam Giants Across America, 129-53131 ..... 27.50
Tower 55, 100-T55 ..... 14.75
UP 844-Back on the Tracks, 225-VY25 ..... ♦♦17.95
UP Stm-844 & 3985 on the Ohio, 225-VY24 ..... ♦♦18.95
UP-Super Railroad, V3, 129-53132 ..... 14.25
Warbonnets on the High Iron, 166-105 ..... ♦♦22.25
PRR Color Gde. Frt/Pass Eq, V1&2 (EA), 106-000 ...35.95
PRR. Hudson to Horseshoe, 106-142 ..... 35.95
Pull. Std. Lib-Selected Hv'ywt. Cars, 144-131 ...36.75
Pullman St'd Library, V7-16 (EA), 144-000 ..... 29.25
Railroad Atlas, V1-V6, 169-000 .....EA 17.25
Railroad Radio, 232-101 ..... 16.50
Railroads of the Ohio Valley, 172-102 ..... 16.75
Railroads of Vermont, Pictorial, 202-102 ..... 45.95
Railroads of Vermont, V2, 202-101 ..... 37.95
Reading Steam In Color, 106-172 ..... 36.75
Red Electrics (PFM), 120-020 ..... 31.50
RF&P-Capitol Cities Route, 128-119 ..... 22.50
RGS Story, V3-V5 (EA), 146-000 ..... 51.75
Rio Grande Color Guide, 106-173 ..... 36.75
Rock Island Color Guide, 106-170 ..... 36.75
Rock Island Color Pic. V1,2 (FWW), 121 (EA)...34.95
Rock Island In Color, V1-2 (MS) (EA), 106-000 ...35.95
Rte of the Eagles-MP Streamline Era, 166-102 ...35.75
Santa Fe 1940-71, V1-V4 (EA), 106-000 ..... 35.95
Santa Fe Annual, 1993-1994, 163-106 ..... 31.95
Santa Fe In the Mountains, 131-01060 ..... 14.75
Santa Fe Rails, V1, 166-103 ..... 25.95
Seaboard Coast Line , 128-121 ..... 14.25
SF 1988 Motive Power Pictorial (SC), 121-003 ..19.95
Signatures in Steel, 115-101 ..... 39.75
SF-Gateway to the American West, 107-121 .....44.25
Southern Pacific in Oregon (PFM), 120-017 ..... 33.95
Stbrn Rw'y Syst. Pict-Wash-Atlanta, 121-023 ....34.95
SP 1995 Motive Power Annual, 121-021 ..... 34.95
SP&S Cabooses, 175-110 ..... 23.95
SP's 4300 4-8-2's (Revised), 195-102 ..... 44.75
SP's Coast Line , 195-101 ..... 50.95
SP Rw'y Spencer Shops,128-128 ..... 17.95
SP in West-Hard Rd. to the Prom., P1, 191-102..24.95
SP Diesellization, 120-010 ..... 32.50
Super Chief-Train of the Stars, 107-127 ..... 31.95
Superpower, 228-101 ..... 30.50
Tacoma By Trolly, 120-022 ..... 29.50
Tehachapi (Schnellleger), 115-103 ..... 35.95
The "L" - Chicago Rapid Trac. Sys., 147-B-131 ..43.75
Through the Heart of the South, 115-106 ..... 25.50
Trails Among the Columbine 1995-6, 146-132 ..... 28.75
U-Boats - McDonnell, 115-105 ..... 37.25
UP Business Cars, 231-10-7570 ..... 35.95
UP -The Salt Lake Route, 115-117 ..... 44.00
U.S. Military Railway Serv., 115-102 ..... 24.75
Westside - N.G. In the Sierra, 120-013 ..... 44.95
West Virginia Logging, 128-104 ..... 15.25
Wrecks, Accidents & Collisions, 112-101 .♦♦24.95

VIDEOS

611 on Saluda, 152-113 ..... 29.95
611: The Final Excursion, 225-VY20 ..... 19.95
Across the Heartland, 100-HRTLAND 19.75
Along the Pocahontas District, 100-POKEY 22.25
Amtrak Across America, 100-AMTRAK25 ..... 14.75
Birth of a Viewliner, 211-105 ..... 23.50
Blue Mountain Steam, 225-VY23 ..... 19.95
Cab Ride Clinchfield-South/North (EA), 152-000 ...25.75
Cab Ride Thru Rockies, V1-3 (EA), 123-000 ..... 22.95
Cass & Mower Logging Railroads, 129-53120 ..... 22.25
Classic Steam of the 20's & 40's, 129-53114 ..... 23.75
Clinchfield - Elkhorn to Erwin, 152-C1 ..... 24.95
Clinchfield - Erwin to Spartanburg, 152-C2 ..... 24.95
Conrail Hotspots East & West, 100-000 .....EA28.25
Conrail Middle Division-Alt.-NR'SBG, 129-53126 28.75
Countdown to Merger, 100-MERGER 19.75
CSX V1-V5, 129-0 .....EA 28.75
Daylight 4449's Oregon Journey, 100-4449 ORE...16.75
Donner Pass, Granite Series, V2, 214-106 ..... 12.75
Erie Lackawanna Legacy (2 tapes), 211-108 ..... 36.50
Escanaba & Lake Superior, 134-117 ..... 31.50
Farewell to the Santa Fe, 216-103 ..... 12.50
Feather River Cy'n, Granite Series, V1, 214-104..12.75
Geared Triple Header, 225-VY22 ..... 21.95
Highball Across the Mojave, 184-112 ..... 23.25
Historic Hot Spots-Pasadena Sub., 100-HHPAS ...28.00
Milwaukee Road, V1- 3 (EA), 100-MILWI 14.95
Milwaukee Road .....3 Vol Set 37.75
M.O.W.-Yesterday & Today (EF), 129-53090 ..... 15.50
New England Central, 184-110 ..... 23.75
No. 261 Winter Spectacular, 167-125 ..... 23.75
NS-Atlanta to Chattanooga, 129-53124 ..... 28.75
NYC Odyssey, V1-2 (EA) (2 tape set), 129-000 .....54.95
On Location, All Videos 131-000 .....EA22.50
3 for .....♦♦EA21.50
4 for .....♦♦EA21.00
Pacific NW Kaleidoscope, 129-53102 ..... 28.75
Railfanning S. Cal. In the 50's, 100-SOCALNS 28.75
Railfanning-SF-Modeling for Photo, 129-53215 ...22.95
The Rathole, Norfolk Southern, 100-RATHOLE ...28.50
Through the Rathole Cab Ride, 100-RHCAB 15.95
Rebirth of a Loco.-KG 4482, 154-105 ..... 19.95
Salute to the 500 Line, 134-115 ..... 37.95
Saluda 611 Deux, 152-102 ..... 14.95
Saluda Mountain, 152-101 ..... 24.95
S.F. Odyssey, V1-2 (2 tape set), 129 .....EA 48.95
Santa Fe Odyssey, V3 (2 tape set), 129-53037 ...39.50
Silver & Blue-VIA, 211-104 ..... 23.50
SP's Early Baldwin Diesels, 100-SPBALD 14.75
SP's Geeps and Cadillacs, 100-SP GEEP 16.75
Steam In the 50's, V3, 129-53092 ..... 26.95
Tehachapi-Eve of Change, 214-102 ..... 14.50
To the Northern Lights, 211-103 ..... 23.50
Trains of Winter, 134-114 ..... 31.25
Train Wrecks, Crashes & Disasters, 126-NV040.24.95
UP-Super Railroad, V1-2, 129-0 .....EA 28.25
UP Odyssey, V1 & V2 (EA) 2 tape set, 129-0 ..... 48.95
Vintage Rails, V1-6, 181-000 .....EA31.75
White Pass & Yukon Route, 154-101 ..... 23.95
Wisconsin Central, 184-114 ..... 27.95

ALLEN KELLER VIDEOS

Vol 1-24 (each), 099-0 ..... 30.95

All Sale Items Are Limited to Supply on Hand!

NEW FLASHING HERALD RAILROAD HATS

A tiny circuit with 81 fiber optics is lit up with a st'd 9 volt alkaline battery (not included) – **$29.95**

Lasts 60-70 hours!

SP Sunset, SP Black Widow, SP Golden Pig, UP Shield, S Fe Cross, Rio Grande, NS Pennsy and others. Special Orders with your roadname available, add $10.00. Great and unusual gift idea! Call for special orders and available roadnames (714) 529-0436

NEW SEATTLE, PORTLAND & SPOKANE

By Tom Dill & Ed Austin
376 pages with maps & fold outs – Color and B&W
List $74.50 — OURS $58.95
Stk#120-023

SPECIAL OFFER UNION PACIFIC COLOR GUIDE TO FREIGHT & PASS EQUIPMENT, V2

List 49.95

OURS–$33.95 with purchase of another non-sale item.
Volume 1 only $34.95 if purchased along with Vol 2.
Ask for this Special Offer.
Vol 1 – 106-132 Vol 2 – 106-176
(Purchased Separately $36.75 each)

PRE-PUBLICATION OFFER

Railroad Atlas - Great Lakes West

- List 22.95 – ***OURS $17.25***
- 2 or more only 16.95 each
- Complete your collection at these low prices now!

STK# 169-106

T-SHIRTS ★★

S.k Screened / Fruit of the Loom - BEST!

ADULT: S-XL/$9.95, XXL/$10.95 XXXL/$12.95 *KIDS:* $8.95 • Kid's only

Amtrak "Genesis"
EH-1 with (4) Engines
BNSF Dash
Burlington route #227
C&NW System
C&O Kitty (Sleeping)
Chessie SD40
Conrail C40-8W #6107
• Danny Diesel
• Dash 9 Diesel
C&NW Mens - Two Diesels
FEC F Unit
IC Diesel #5137
LV Diesel #578 w/ Signal Br
MR "Dome" #104
NS Dash 9
• Passenger Train
Reading Diesel #902
Rock Island "Rocket"
Rock Island Diesel
• Samantha Steam Eng
• Sebastian Steam Eng
SF #2824 - Yellow Blue
SP Dash 9 #517
Soo #500
SP Dash 9, #8106
• "Train"
• "Tractor"
Union Pacific E Unit
UP "Big Boy"
Wabash Diesel #571-
Wisconsin Central #6656
• Wide Warbonnet

ALLOW 3-4 WEEKS DELIVERY ON TEES

Send $1.50 with SASE for wearables catalog showing designs available. Refundable–free with order!

SWEAT SHIRTS
ADULT S-XL/$18.95, XXL/$19.95 XXXL/$20.95.
KIDS $13.95
Allow 3-4 weeks on sweats & jackets

♦JACKETS
"Super Cotton" Baseball Style
Fruit of the Loom / Ash w/black sleeves
ADULT M-XL/$49.95, XXL/$52.95
Lined–Very Warm!

Sweats & Jackets are available in most "T" shirt designs above

NEW "TOP OF THE LINE"

DUPONT 100% AMERICAN MADE "CORDURA"

Fanny Packs-Black-6 x 12½ *$26.95*
Back Packs-Padded Straps-11½ x 15 x 6 *$26.95*

Factory Lifetime Guarantee
Most Road Names Available-Call

TRAINMEN'S TOTE BAGS

Made for Railroaders. These are neat for those quick one or two day trips. Timetable size side & end pockets. Great buy!
Most Road Names 12"x18", Multi-Pockets ...$32.95

COLLECTABLES ★★

Engineer Hats - Adult/Child:	5.00
Railroad Hats Adjustable - Most Roads	5.00
Belt Buckles (Brass, Pewter & Silver Finish)	5.98 / 8.95
Cloisonne Pins (Deluxe) Small & Large	2.00 / 3.00
Cloth Patches, Most RRd Names	1.30–4.98
Coffee Mugs - Logos/Train Picture, Most Roads	5.00

Many Other Assorted Items!
★★*$15.00 Minimum Order Please*
Include $5.75 Shipping/Handling for Wearables & Collectables.

CAJON RAILS

101 W. CENTRAL, UNIT B, #125R
BREA, CA 92821

VISA MasterCard DISCOVER

Info & Other Matters **714/529-0436**
VISA, M/C and DISCOVER
24 Hour Fax **714/529-6665**
PRODIGY **WBYG55A**
Firm Orders Only! **1-800-352-2923**
Order Toll Free

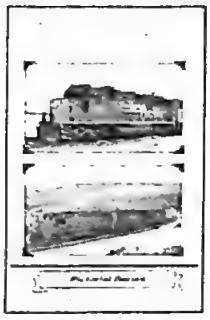
SEND $3.00 & SASE
FOR LATEST BOOK & VIDEO CATALOG
REFUNDABLE – FREE WITH ORDER

Sale ends last day of cover month
Mail Orders Welcome:
SHIPPING/HANDLING FOR
BOOKS & VIDEOS ONLY –$4.00 first item
Add $1.00 each additional item.
SORRY NO C.O.D.S

FOREIGN CUSTOMERS:
Our Special Sales Pricing is extended 30 days just for you! You must mention this in your order.
FOREIGN: $6.00 per book/tape, plus $3.00 per additional.

California residents add 7.75% sales tax.
Rush deliveries available.
Prices are subject to change without notice
$15.00 Minimum Order

Great Videos & Fast Service



Super selection of Diesel Videos

■ A Day on Soldier Summit: Rio Grande and SP in Utah 30 Min. $19.95

■ All Aboard the Potomac Eagle: Scenic W.VA. train ride with F-Units, GP9, etc. 60Min. $19.95

■ Arkansas Alcos: Arkansas & Missouri's all Alco railroad in the Ozarks 45 Min. $24.95

■ BN's Marias Pass: Burlington Northern's Montana Pass, with pushers. 35 Min. $19.95

■ C&NW Mainline West-2 tapes: 1993 look at the C&NW Chicago-Omaha 150 Min.$59.95

■ CSX F-Units: 116-119 in regular service road-railers, and more. (1988) 60 Min. $34.95

■ Early Diesels: Sou. F's, Wy & Col, L&NW, LR&W, B&Ar, Canada, etc. 90 Min. $34.95

■ F-Units Winter in Canada: Ont. & Que. VIA, FA's, F9's., Mont Comm.& ONR 57 Min. $29.95

■ New Haven RR in 1950's:-16mm Cochrane film. Great variety of 50's 60 Min. $49.95

■ New Haven Mainlines: Donahue 8mm film of mostly Shore Line Electrics 65 Min. $39.95

■ Plow Extras: CN & CP plows near Stratford, Ont., plus rare plow wreck film. 45 Min. $39.95

■ Santa Fe Pictorial: Variety of AT&SF, Cajon, Tehach, AZ, NM, etc. 60 Min. $29.95

■ Southern Pacific Pictorial: Variety of SP, Cajon, Tehach, Donner, etc. 60 Min. $29.95

Special: Both Pictorial tapes for only $49.95

■ Snow Plow with CN F7's: 1987 Pair of CN F units work Plow, and freight. 52 Min. $39.95

■ Union Pacific's Caliente Subdiv: Milford, Utah to Las Vegas, NV. plus Amtrak 60 Min. $29.95

The Western Canada Series

■ CP's Kicking Horse Pass: Lineside views of the Pass from Golden-Lk.Louise.46 Min. $29.95

■ Cab Ride Over Kicking Horse: Ride Field Lake Louise in Cab of SD40-2F. 77 Min. $29.95

■ Canada's Canyon Route: Fraser and Thompson canyons with CN & CP freight 60 Min. $29.95

■ CN's Yellowhead Pass: Jasper area with CN and VIA passenger trains-Scenic 45 Min. $29.95

Special: Western Canada Series $99.95

Cab Ride Through The Rockies Series

#1 Denver to Moffatt Tunnel 87 Min. $29.95

#2 Moffatt Tunnel to Bond 110 Min.$29.95

#3 Bond to Glenwood Springs 80 Min. $29.95

Special: 3 Above Cab Ride Tapes for $74.95

America By Rail: General Interest Series

■ America By Rail-The Heartland: Amtrak-Wa. D.C to SF, CA, & 12 side trips 120 Min $19.95

■ The West Coast Route: Amtrak San Diego to Seattle plus side trips. (1995) 84 Min. $19.95

■ East Coast Winter Wonderland: Amtrak:s Cardinal in Ky. & W.Va in snow, & 10 years of steam trips in New River gorge. 90 Min. $19.95

America By Rail PAL Tapes $24.95 each.

Shipping: $4.00 for 1 to 3 tapes $5.00 for 4 or more US Orders. Canada $4.00 first tape, $1.00 each additional. Foreign PAL available also. Europe $7.50 first tape, $5.00 each additional, All other countrys $10.00 first tape, $7.50 each additional. Ohioans add 6¾ sales tax. Visa & Mastercard accepted. Prompt service. Full-time business. Established 1984. Send $2.00 for complete catalog of Steam & Diesel Tapes. Free with tape orders.

Greg Scholl
Video Productions
P.O. Box 123-R3, Batavia, OH 45103
513-732-0660 Fax 513-732-0666
Quality videos since 1984

the grand opening of the restored KCM&O/Santa Fe depot and museum. Also a train show at the convention center. Information from Tommy Robinson, 209 N. Bishop Street, San Angelo, TX 76901; 915/658-3120.

SAVANNAH, GEORGIA, May 16-18. The Southern Railway Historical Association's 11th annual meeting with tours of the preserved Central of Georgia shop, facilities tours, model contests and more. Information. Buck Dean, SRHA - Savannah '97, 3913 Pembroke Avenue, Mobile, AL 36608

HOBOKEN, NEW JERSEY, May 17. Hoboken Terminal Festival sponsored by NJ Transit. Historic and current rail equipment displays, railroadiana and other sales, ethnic foods and more Free admission, train and ferry rides for nominal fee

HYANNIS, MASSACHUSETTS, June 7-8. Railfest '97 on Cape Cod Railroad featuring equipment displays, railroadiana show and photo and art contest. Weekend pass $25 adults, $15 kids. Contact Cape Cod Railroad, 252 Main Street, Hyannis, MA 02601; 508/771-3788.

WASHINGTON, D.C., June 22-July 3. Ride to the NRHS Convention in Salt Lake City aboard the heavyweight Pullman *Dover Harbor.* Outbound trip behind Amtrak's *Cardinal* and *California Zephyr,* return via *Zephyr* and *Capitol Limited* Fare is $1,799 per person ($1,949 after Feb. 1). Information from Washington D.C. Chapter NRHS, c/o Henry Bielstein, Ticket Agent, 13435 Reid Circle, Fort Washington, MD 20744-6522; 301/292-9592.

SALT LAKE CITY, UTAH, June 25-29. Convention of the National Railway Historical Society. Trips not yet finalized. For more information contact NRHS, P.O. Box 58547, Philadelphia, PA 19102-8547; 215/557-6606.

INTERNATIONAL TOURS

S&S TOURS, 865 El Camino Real, Sierra Vista, AZ 85635 (520/458-6365 or 800/499-5685) is sponsoring the following foreign rail tour:

Mexico's Copper Canyon by Rail, February 19-26. Steam and spectacular vistas.

BANANAFISH TOURS, 3069 Otto Avenue, Alpine, CA 91901, will operate tours through Mexico's Copper Canyon using a private train with dome cars, sleepers and an open gondola. Prices are per person, double occupancy.

February 23-March 4 Batopilas, $975.
March 24-29 Copper Canyon, $790.
April 26-May 1 Copper Canyon, $790.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

February 8-9, Columbus, Ohio, Franklin County Veterans Memorial.
February 8-9, Fort Washington, Pa., Expo Center.
February 22-23, Pennsauken, N.J., South Jersey Expo Center.
March 1-2, Edison, N.J., Convention & Expo Hall.
March 8-9, East Hartford, Conn., Aero Center.
March 15-16, Timonium, Md., Fairgrounds.
March 22-23, Hackensack, N.J., Farleigh-Dickinson Univ.

FEDERALSBURG, MARYLAND, February 8. Train show at Federalsburg Fire Hall, 9am-2pm. Admission $4, kids under 12 free. Information: Danny Phillips, 507 Academy Avenue, Federalsburg, MD 21631; 410/754-3054.

ANDOVER, MASSACHUSETTS, February 9. Rail-A-Rama XXIII sponsored by the Mystic Valley Railway Society at the Ramada Rolling Green, 311 Lowell Street near I-495. Admission $3, children 5-12 $1, under 5 free. Information: MVRS, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

HAMBURG (BUFFALO), NEW YORK, February 15-16. Train & Toy Show & Sale sponsored by the Western New York Railway Historical Society at the Erie County Fairgrounds, 10am-5pm. Admission $5, children $3. Information: WNYRHS, Box 502, Tonowanda, NY 14151-0502; 716/693-8512.

PHOENIX, ARIZONA, February 15. Everything Railroad Winter Swap Meet sponsored by the Sahuaro Central Railroad Heritage Preservation Society at the Postal Letter Carriers Union Hall, 3720 West Greenway Road off I-17, 9am-1pm. Admission $3, children under 12 free with adult. Information: Harold Shelton, 2337 W. Stella Lane, Phoenix, AZ 85015; 602/242-0751.

RICHMOND, INDIANA, February 16. All Train Flea Market at the National Guard Armory, 1200 West Main, 10am-3pm. Admission $2, under 12 free. Information: Larry Zeller, 4646 West US Rt. 36, Piqua, OH 45356; 513/773-7186.

PERRIS, CALIFORNIA, March 1. Spring Railroadiana Swap Meet at the Orange Empire Railway Museum, 2201 South "A" Street, 9am-2pm. Train and trolley operations 10am-5pm. All-day pass (swap meet and rides) $6, age 6-11 $4, under 6 free; swap meet only $3. Information: OERM, P.O. Box 548, Perris, CA 92572-0548; 909/657-2605.

UPPER MARLBORO, MARYLAND, March 1-2. Southern Maryland Railroad Association 3rd annual combined train show at the Show Place Arena, Prince George's Equestrian Center, 14900 Pennsylvania Avenue, 10am-4pm. Admission $3, under 12 free. Information: Carroll Swanson, 410/535-3229 or Bill Miller, 410/257-1033.

OGDEN, UTAH, March 7-9. Hostlers Model Railroad Festival at Ogden Union Station, 25th Street and Wall Avenue, Friday 5pm-9pm, Saturday 10am-6pm, Sunday 10am-4pm. Admission $3 adults, children under 12 free. Information: Dave Schen, 1733 West 1600 North, Layton, UT 84041, 801/544-2804.

SOUTH BURLINGTON, VERMONT, March 8. 10th Annual Vermont Rails sponsored by Northwestern Vermont Railroad Society at South Burlington Middle School, 500 Dorset Street, 10am-4pm. Admission $3, children under 12 $1, under 6 free. Information: John B. Dick, RR3 Box 3339, Montpelier, VT 05601, 802/223-0309

CLARK, NEW JERSEY, March 9. Train Show & Sale sponsored by Jersey Central Chapter NRHS at Mother Seton High School, Garden State Parkway Exit 135 at the Clark Circle, 9am-3.30pm. Admission $4, family maximum $8. Information: Jersey Central Chapter NRHS, c/o Mitchell Dakolman, 334 South Third Avenue, Highland Park, NJ 08904, 908/247-4116.

DEARBORN, MICHIGAN, March 9. Trainorama Extra sponsored by Redford Model Railroad Club at Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm. Admission $4, children under 12 free with adult. Information: Steve Johnson, P.O. Box 40225, Redford, MI 48240, 313/565-1027.

HARRISBURG, PENNSYLVANIA, March 9. 11th Annual Railroad Show & Collectors Market sponsored by Harrisburg Chapter NRHS at Zembo Temple, Third and Division Streets, 9am-3pm. Admission $3. Information: Harrisburg Chapter, P.O. Box 3424, Shiremanstown, PA 17011; 717/232-6221.

BELMONT, MASSACHUSETTS, March 15. Model Railroad & Train Show sponsored by Kiwanis Club of Belmont at Belmont High School Cafeteria, 221 Concord Avenue, 10am-4pm. Admission $3 adults, $2 seniors, children under 12 $1, family maximum $7. Information: Tom Morabito, 40 Flett Rd., Belmont, MA 02178; 617/783-1555.

TOPSFIELD, MASSACHUSETTS, March 23. Tracks & Trains V at Masconomet Regional High School Fieldhouse, 10am-4pm. Admission $3, children under 12 free with adult. Information: Doug Peck, 6 Storeybrooke Drive, Newburyport, MA 01950; 508/465-8798.

I'D LIKE YOU TO MEET ...

Thomas Hillebrant

The author of this month's feature on the Michigan Southern was born in Spokane, Washington, less than four years before the Burlington Northern was created and tells his story this way:

"My natural childhood interest in trains was nurtured by my maternal grandfather and tolerated by my parents long enough for it to develop into a full-blown fascination with railroads, both model and prototype. This evolution took time, however — enough time for the BN to almost totally eradicate any remnants of its predecessors and for the Milwaukee Road to vacate the local rail scene. I vaguely remember some scenes like GN trains crossing the Ft. Wright bridge, six blocks from my home, and Milwaukee electrics running parallel to I-90 while on family vacations through Montana, and I do have a few fuzzy photos of BN F-units. Still, I have spent most of my life as a railfan believing that I missed all the good stuff.

"There was still plenty to see in the area, and I tried to make the best of it. My most memorable railfan adventures during my high school years were the weekends when James Bradley, the only railfan friend I had, and I would stay up until 1:00 a.m. to

RAILS 'N' SHAFTS

P.O. Box 300, Laurys Station, PA 18059
(610) 261-0133 Fax (610) 262-7962

Specializing in Books and Videos on Transportation and Industrial Subjects

BOOKS

VIDEOS

All Aboard Amtrak, *Schaeffer* $39.95
American Shortline Guide, *Lewis* $19.95
Appalachian Coal Mines & RR, *Dixon* $12.95
Argent Lumber: Swamp Rat, *Ferrell* $31.95
ACL: Diesel Years, *Calloway* $39.95
Baldwin Locomotive Works, *Brown* $28.95
B&O Color Guide $38.95
B&O *Salamon, Oroszi, Ori*
Vol 1: New York to Cumberland $35.49
Vol 2: Cumberland to Chicago $35.49
B&O East End: Neck of Bottle,*Hollis, Roberts* . $39.95
B&O Sand Patch, *Roberts* $39.95
British Columbia Rails, *Garden* $63.95
BN/SF 1994 Annual,*DeGrosso* $35.95
BN/SF 1995 Annual,*DeGrosso* $35.95
By the EL, *Stelter* $31.49
Burlington Color V1, *Holck* $39.95
By Streamliner: NY to Florida, *Welsh* $31.95
C Liners, *Sweetland* $18.49
Cabooses of B&O, *Hubler* $39.95
Centennial State Trolleys, *Fletcher* $19.95
Central Vermont V7, *Jones* $31.95
Chasin' Trains, *Richardson* $43.95
Chessie: The Railroad Kitten, *Dixon* $9.95
Chicago Insull Interurban, *Lloyd* $38.95
Chicago L, *Moffat* $43.95
CB&Q Color Guide, *Spoor* $37.95
CB&Q in Color (Vol 1), *Spoor* $38.95
Classic Freight Cars
Vol 4: Hoppers, *Henderson* $19.25
Vol 5: NE MOW, *Henderson* $19.95
Vol 6: Gons & Flats,*Henderson* $19.95
Vol 7: More 40 Foot Box Cars $19.95
Vol 8: 50 Foot Box Cars $21.49
L&N: Old Reliable, *Castner* $23.95
Manhattan Gateway, *Middleton* $35.95
Milwaukee in Color (V1): East $38.95
Milwaukee in Color (V2): Milwaukee $38.95

WINTER STORE HOURS

Sat December 21	10 - 4
Sat December 28	10 - 4
Sat January 18	10 - 4
Sat February 15	10 - 4
Sat March 15	10 - 4

or by appointment

Complete selection of in-print books and videos. Extensive selection of out-of-print books, timetables, reports, et.

Directions: 1\2 mile west of Route 145 at HiWay Restaurant at 1321 Rising Sun Road in Laurys Station. Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

Milwaukee Under Wire in Color, *Marvel* $38.95
Minneapolis and St.Louis in Color $38.95
MoPac Diesels, *EuDaly* $47.95
New Haven RR: Final Decades, *Hartley* $39.95
New Haven Color Guide $37.95
NYC Color Guide $37.95
NYC Color Photography Nowak (V 1) $35.95
(Vol 2 or 3),*Nowak* $38.95
Piggybacks and Containers, *DeBoer* $38.49
President Travels By Train, *Withers* $31.95
Railroad Atlas:
Vol 1: Northeast USA $18.40
Vol 2: California/Nevada $18.40
Vol 3: Colorado/Utah $18.40
Vol 4: Arizona/New Mexico $18.40
Vol 5: Illinois/Wisconsin/Mich Peninsula $18.40
Railroads of Ohio Valley (Vol 1), *Harvey* $17.59
Reading Color Guide, *Bossler* $37.95
Reading Diesels (Vol 1) First Gen, *Woodland* . $43.95
Reading Diesels (Vol 2) Second Gen, *Woodland* $47.95
Reading Railroad: History of Coal Age Empire,*Holton*
Vol 1: 19th Century $51.95
Vol 2: 20th Century $54.95
Reading Steam in Color, *Plant* $38.95
RF&P: Capital Cities Route, *Griffin* $23.95
RF&P Linking North & South*Kaplan,Mellander* $33.59
Rio Grande: Scenic Line, *Sanders* $47.95
Rio Grande Color Guide $37.95
Rio Grande Southern Story: *McCoy, Collman, Graves*
Vol 3: Vance Jct to Ophir $53.95
Vol 4: Ophir Loop to Rico $53.95
Vol 5: Rico and Mines Above $53.95
Rock Island Color Guide $37.95
Rock Island Color Pictorial (V1 or 2), *Mare* . . $39.95
Rock Island in Color (V1), *Stagner* $38.95
Rock Island in Color (V2), *Marvel* $38.95
SF: Gateway to West (V1), *Duke* $46.95
Santa Fe in Color (V 1,2,3, or 4), *Stagner* . . . $38.95
Santa Fe Color Guide *Stagner* $37.95
SAL: Heart of South, *Johnson* $27.95
Scenes Along Rails (V1): Anthracite, *Hudson* . $19.95

**** HELP US CELEBRATE OUR 20TH BIRTHDAY ****

In February, we celebrate our 20th anniversary of supplying the best selection of railroad books and videos to you. We want you to join in the celebration. All orders received between December 26, 1996, and Febrauary 28, 1997, will receive a free jar opener as a token of our appreciation. Don't miss out. Order early!!

C&S Southern Div Color Pict, *Fulcomer* $39.95
Conrail Commodities, *Taylor* $39.95
Conrail Motive Power Review(1986-91), *Withers* $38.49
Conrail SD-40, *Bernet* $15.95
Contemporary Diesel Spotters Guide $15.95
Cross Continent Electrics, *Pennypacker* $19.95
D&H in Color (Vol 2), *Plant* $38.95
Diesel Builders V3: Baldwin, *Kirkland* $47.95
Diesel Locomotive: 1st 50 Years, *Drury* $22.49
Diesels of C&NW, *Withers* $47.95

Feather River Canyon by S. Schmollinger
All color look at 1990s Feather River $39.95
(with E-9 video - $54.95)

Heart of the Pennsy by Robert McGonigle
Bnef look at PRR mainline, Philly to Pittsburgh $15.25

UP Switchers & Slugs by Don Strack
Illustrated story of UP switchers; includes roster. $19.95

Ft. Worth & Denver Color Pictorial by Steve Goen
Color pictorial of Ft Worth & Denver $39.95

Dixie Line: NC&StL, *Castner* $21.75
East Broad Top: Slim Gauge Survivor,*Mellander* $38.25
EMD SD-60s $23.95
Erie in Color, *Sweetland* $35.95
EL Color Guide $37.95
Erie Lackawanna: Death of RR, *Grant* $39.95
Erie-Lackawanna in Color:
Vol 1: The West End, *DeYoung* $35.95
Vol 2: New York State, *DeYoung* $35.95
Vol 3: the East End, *DeYoung* $38.95
Fairbanks Morse in Color, *Boyd* $38.95
Frisco in Color $38.95
GN Color Guide, *Hickcox* $37.95
GN Color Pictorial (Vol 1 or 2), *Shine* $39.95
GN Equipment Pict (V1) Box/Stock Cars $39.95
GN Pictorial (Vol 3 or 4), *Strauss* $39.95
IC: Monday Mornin Rails, *Boyd* $39.95
IC in Color $38.95
IC Streamliners, *Somers* $15.95
Impossible Challenge, *Harwood* $51.95
Interstate Railroad, *Wolfe* $33.59
JC/LV Color Guide, *Bossler* $37.95
Jersey Central in Color, *Brennan* $35.95
Jersey Central in Color V2, *Brennan* $38.95
Jersey Central Story, *Carleton* $30.49
Lackawanna in Color, *Sweetland* $35.95
Lake Shore & Michigan Southern,
McLellan, Warrick $31.95
Last Steam Railroad in America, *Link* $39.95
L&NE: Color Retrospect, *Lilly* $37.95
Lehigh Valley RR, *Archer* $35.95
Lehigh Valley: NY Div, *Badger* $41.95
NYC Great Steel Fleet, *Dougherty* $18.49
NYC Steam (Vol 1) $38.95
New York City 3rd Ave EL $22.49
NYO&W Diesels, *Mohowski* $23.95
NYO&W and Dairy Industry, *Mohowski* . . . $49.95
NKP Color V1or V2, *McCaleb* $38.95
NKP Story, *Rehor* $59.95
NS Diesel Locomotives, *Toth* $15.95
Norfolk Southern Motive Power 1982-1994,
Withers $31.95
(softbound) $23.95
NS 1995 Review, *Lindsay* $29.95
Northern New England Cars $37.95
NP Color Guide $37.95
Northern Pacific (V1 or 2) Color, *Shine* $39.95
Pascack Valley (NJ&NY RR), *Jones* $31.95
Passing Trains, McDonnell $39.95
PRR Color Guide V1 . . . . . $35.95
PRR Color Guide V2 . . . . . $38.95
PRR Diesel Pictorial
V1:Alco RS, *Hahn* $11.95
V2: Baldwin, *Hahn* $13.69
PRR Diesel Review, *Carleton* $35.95
Pennsy Diesel Years (V 2,3, or 4), *Yanosey* . . . $35.95
Pennsy Diesel Years (V 5, or 6), *Yanosey* . . . $38.95
Pennsy Steam: 2nd Look, *Carleton* $30.49
Pennsy Steam Years (Vol 1), *Sweetland* $35.95
PRR: Hudson to Horseshoe,*Volkmer* $38.95
PRR: 40s and 50s, *Ball* $39.95
PRR: Elmira Branch, *Caloroso* $23.95
PRSL in Color $38.95
Southern Spencer Shops, *Galloway* $18.49
Southern System Pictorial, *Nuckles, Tillotson* . $35.95
SP Coast Line, *Signor* $51.95
SP 1995 Annual $35.95
To Tacoma by Trolley, *Wing* $31.95
Trail of Blue Comet (CNJ), *Baer* $55.95
Train Watcher's Guide to NA Railroads,*Drury* $13.75
Two Feet to the Lakes, *Jones* $39.95
Uintah Railway, *Bender* $31.95
Union Pacific Color Guide (Vol 1) $37.95
UP Official Color Photography (Vol 1) $37.95

Boston Depots and Terminals by R. Barre
Illustrated story of downtown Boston stations $43.9

SP in the Bay Area by George Drury
Brief look at SP in SF, Sacramento, Stockton Triangle .. $15.2

GM&O Color Pictorial by Richard Wall
All color pictorial of pre merger GM&O $39.9

UP: Salt Lake Route, *Hemphill* $47.95
UP Steam V1, *Stagner* $37.95
Western Maryland Color Guide $37.95
Western Maryland in Color $38.95
Western Maryland: Fireballs & Black
Diamonds,*Cook, Zimmermann* $39.95

VIDEOS

Across the Heartland (SF Chillicother Div) (Pent)$22.49
Countown to Merger (SF Marcelline) (Pent) . . $22.49
Both SF Videos $37.49
Cass & Mower (Green Frog) $24.95
Conrail Hot Spots East (Pentrex) $29.95
Conrail Hot Spots West (Pentrex) $29.95
Conrail West Slope (Green Forg) $31.95
Conrail Middle Division (Green Frog) $31.95
CSX V5 Evansville-Chicago (Frog) $31.95
Eastern Kentucky Coal (Pentrex) $29.95
Florida East Coast (Green Frog) $37.95
Last of the Giants (Pentrex) $14.95
Last of the Giant (V 2 or 3) (Pentrex) $29.95
LV: Penobscot Mountain (RailTape) $27.95
Milwaukee Electrics (3 tapes) (Pentrex) $39.95
Montana Rail Link (Pentrex) $29.95
Penn Central (2 tapes) (Green Frog) $39.95
PRR Steam & Electric 1936-52 (DIW) $27.95
PRR in New Jersey (PRSL/NY&LB) (DIW) . . $27.95
PRR: Philadelphia Terminal (DIW) $27.95
Steamtown Grand Opening (Pentrex) $22.49
Stormy: SP Lordsburg (Pentrex) $28.95
Trains On Location (Kalmbach)
Appalachian CSX $23.95
Cascade Crossing $23.95
Conrail's Chicago Gateway $23.95
Amtrak's Northeast Corridor $23.95

DISCOVER VISA MasterCard

Telephone Orders Accepted

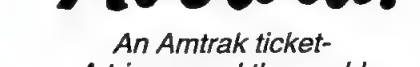
Now on the web http://www.rails-n-shafts.com

E-mail: rns@rails-n-shafts.com

TO ORDER: For postage and handling, please add to the order total, $2.75 for one, $3.75 for two, and $4.75 for three or more books and/or videos. For foreign orders, please add $4.00 for the first and $2.50 for each additional book or video for postage, and remit in US $. Pennsylvania residents, please add 6% sales tax. Avoid delays in order shipment and recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Rush delivery, please ask. Make checks and money orders payable to RAILS 'N' SHAFTS. Catalog sent with all orders, or send SASE. Sale ends last day of magazine cover month. **Your satisfaction is guaranteed.**

4960 . . .
Steam Star of the Grand Canyon Rwy.
Goodheart Productions spent five weeks at the Grand Canyon Railroad.
See: ♥ Cab Rides ♥ Test Runs ♥ Railfan Weekend ♥ Inaugural Runs . . . no one will have more complete coverage. 85 min.
$29.95 + $4.00 P&H
Illinois residents add 8.75% sales tax. Canadian orders add $1.00 extra for postage. International customers please add $10.00 per item.
GOODHEART PRODUCTIONS
P.O. BOX 47131-R · CHICAGO, IL 60647
1-800-482-1522 VISA

Hey! I saw one of those new AC units last weekend... I *think* it was number 53 (or *was it 54*)... Well, I'm *pretty sure* it was on a coal train. *I sure wish I had written it all down...*
Introducing the new *Train*Tracker™ System from Water Level Industries. Designed for railfans who want to keep a complete record of the trains they watch. Contact us now for details. Or, for a limited time, order item TTS001, a complete *Starter*Set for a special price of just $15.95 (save 20%!).
*Add $3.00 per order for foreign shipment. All payments in US funds. MI Residents add 6% Sales Tax.
Water Level Industries™
Dept. R • P.O. Box 700163 • Plymouth, MI 48170
1 800 WLI-RAIL • WLI1@aol.com

All Aboard!
An Amtrak ticket-
A trip around the world
or anything in between
A travel agent
for the rail fan
Call us or Write us
for all your travel needs

CHALLENGER TOURS
3672 NOTTINGHAM WAY
P.O. BOX 8965
TRENTON, N.J. 08650
609-586-4664

see all four sections of the *Empire Builder* come and go through Spokane. And twice, James and I were able to ride Amtrak around the Spokane-Seattle-Portland "loop" together. The most visible trains in and around Spokane were of the high-speed main line sort with multiple six-axle diesels on the head end, but my interests tended more toward first-generation locomotives on local switching duty or running on one of the several branch lines that radiated out from town. In particular, I had the opportunity to explore the UP and BN (ex-NP, GN and Milwaukee) branch lines in the Palouse region south of Spokane which has since become my main area of interest as both a railfan and a modeler. After high school, I went on to study mechanical engineering at Brigham Young University in Provo, Utah, where I was exposed to a lot of action on the Rio Grande main line.

"Before I could get too far with my studies, I decided to take two years off to serve as a missionary for my church. I was luckily assigned to Denmark, a country whose heart beats in time to the schedule of the Danish State Railways. My work as a missionary did not allow me to spend much time trackside, but that same work did require that I spend a considerable amount of time riding the trains. While there, I gained a great deal of respect for the Danish rail system for its cleanliness and efficiency — but mostly for its MX and MY class locomotives, which are basically double-ended F-units with six axles and EMD 567 prime movers.

"Upon returning stateside, I continued my studies in Utah, both of engineering and of the Rio Grande and Utah Railway operations over Soldier Summit. Summers were spent back home in Washington where I spent more time in the Palouse photographing trains along the BN's Pullman branch and the former Washington, Idaho & Montana line between Palouse, Wash., and Bovill, Idaho. Visits to the Pasco hump yard, the Washington Central and a week-long trip to see the Magma Arizona's Baldwins also kept me busy during my summer breaks. Somehow, I also found time before graduation to fall in love with and marry my wife, Nici, and for us to have our first child Zachary (his first two words were 'dada' and something that sounded pretty close to 'train').

"My first job out of school took us to Sturgis, Michigan, a small town located on the Indiana-Michigan border. This move brought me to within an hour's drive of four main line railroads — Conrail, CSX, NS and GTW — and I had opportunities to visit all of these roads, although CSX was my favorite of the four. I also took advantage of my proximity to Chicago to spend time in the nation's railroad capitol. But the real prize, as far as I was concerned, was right in my own front yard. I've always been interested in the historical background of the railroads I see, and as I learned more about the historical significance of the Michigan Southern and its motive power it seemed like a railroad that everyone should know about (although for a while I didn't want to 'share' the Michigan Southern with anyone else). During the two and a half years we spent in Sturgis, my daughter, Amelia, joined the family (she's still working on 'train') and we made some good friends, including Ted Zabel who encouraged me to write about the Michigan Southern.

"As exciting to me as the Michigan Southern and the surrounding railroads were, I still missed the railroads and mountain scenery of the West. In January 1996 I accepted a new job and moved my family to Aberdeen, Washington. This move brings me closer to my parents, who still live in Spokane, so I'm looking forward to visiting them and renewing my acquaintances with the rail lines in that area. I'm also looking forward to spending time along the Seattle-Portland main line to see what changes will result from the BNSF and UP-SP mergers and seeing Stampede Pass actually activate again. I'll also get plenty of branch line action from the local that serves Aberdeen.

"For photography, I have only a Nikon F-301 body with a 50mm lens and shoot only Ektachrome. Someday, when the money is available, I plan to acquire more equipment and experiment with other films. In the meantime I'll work on improving the quality of my photography with my current equipment.

"For me, being a railroad enthusiast is a real balancing act. Between my family, my church responsibilities and my job, railfanning and working on my N-scale layout are rather low on my list of priorities. I try not to view this situation as a limitation but rather as a challenge to make the most of the time and money that are available for railroad activities. Besides, I think that railfanning can be more exciting when it isn't an every day activity.

"One thing I've learned is that it doesn't matter so much what color the locomotives are or whether they're 6000 h.p. high-tech monsters or ancient Alcos. As long as there are steel wheels rolling on steel rails, there will always be some 'good stuff' to see."

VIDEOS

Reviews by Chris Kimler

The 614 cover story on tape

"Return of a Thoroughbred," from Mark I Video Productions, 351 Luhmann Drive, New Milford, NJ 07646, 201/261-8444, Fax 201/261-3911, $39.95 plus $5 shipping (NJ res. add 6% tax), 150 minutes.

Ross Rowland and his C&O 614 are back with a vengeance! After eleven years in limbo, they both returned to the main line with full fury and track speed, thanks to a short line, a transit agency and a high school class. This month's cover story tells the tale in words, and Mark I's video depicts it in varying degrees of *WOW*! In addition to the lineside images are *"ChoochCam II"* mini-cam views of driving rod six inches from the lens at 60+ miles per hour, wide-open throttle run-bys, watching the catenary wire bounce in the stack exhaust no more than eight inches overhead, looking almost straight down onto the 614 from a helicopter and sweeping around in three dimensions from the sky as she crosses Moodna Viaduct — and all of this in blazing fall foliage.

Chesapeake & Ohio Class J3a Greenbrier 614 has enjoyed quite a storied existence since her construction by Lima in 1948. In its first 20 minutes, this tape capsulizes the

RAILROAD VIDEO PRODUCTIONS

281 WILLOW DELL LANE - LEOLA, PA 17540

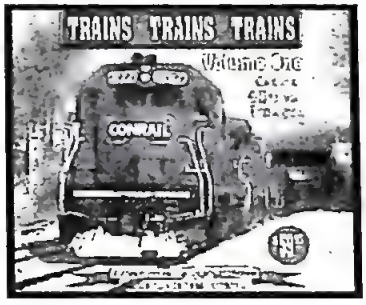
1-800-258-4546

SPECIALIZING IN
VIDEOS SHOT FROM THE ENGINE CAB
FULL COLOR AND SOUND

South Amboy, NJ to New York City .....Tape No 7
Bay Head Jct. to Matawan, NJ 11
Philadelphia,PA to New York City 14
New Haven, CT to Springfield, MA 10B
New York City to New Haven, CT 15
Washington, D C to Philadelphia, PA 13
Harrisburg to Philadelphia, PA 5
Philadelphia to Harrisburg, PA 4A
Harrisburg to Huntingdon, PA 4B
Huntingdon to Johnstown, PA 4C
Johnstown to Pittsburgh, PA 4D
New Haven, CT to Providence, RI 9A
Providence, RI to Boston, MA 9B
Denver to Grand Junction, CO..(4 Parts) 17A,B,C,D
Sparks, NV to Oakland, CA..(4 Parts) 18A,B,C,D
White Fish to Havre, MT..(2 Parts) 19A,B
Chicago, IL to Valparaiso, IN 20A
Fort Wayne to Valparaiso, IN 20B
Toledo, OH to Detroit, MI 21A
Detroit to Jackson, MI. 21B
Jackson to Kalamazoo, MI 21C
Chicago, IL to Michigan City, IN 21-4
Michigan City to Kalamazoo, MI 21-5
Albany to Croton-Harmon, NY. 22A
Croton-Harmon to Grand Central Terminal, NY. 22B
Albany, NY to Pittsfield, MA 23A
Pittsfield to Springfield, MA 23B
Springfield to Worcester, MA 23C
Worcester to Boston, MA. 23D
North Station to Fitchburg, MA. 37
Rockport, MA to North Station. 38
Attleboro, MA to South Sta. & Lowell to North Station 39
Ipswich, MA to North Sta. & Stoughton to South Station 40
North Sta. to Haverhill, MA & Framingham to South Station ..41
Franklin , MA to South Station plus Highlights 36
Enola, PA to Shocks Mills Bridge 24A
Shocks Mills Bridge to Holtwood, PA. 24B
Holtwood to Port Deposit, PA. 24C
Port Deposit, PA to Amtrak "OAK" interlocking. 24D
Pitttsburg to Suterville, PA. 20-3
Suterville to Indian Creek, PA. 20-4
Indian Creek to Rockwood, PA. 20-5
Rockwood to Hyndman, PA. 20-6
Hyndman to Stuart Tunnel. 20-7
Stuart Tunnel to Martinsburg, WV 20-8
Martinsburg to Dickerson, MD. 20-9
Dickerson to Washington, DC. 20-10
Chicago to Miller, In. 25A
Miller to Michigan City, IN. 25B
Michigan City to South Bend, IN. 25C
Raritan to Newark, NJ. 12
Atlanta to Temple, GA. 30-1
Temple to Iron City, GA. 30-2
Iron City, GA to Pell City, AL 30-3
Pell City to Fairfield, AL. 30-4
Fairfield to Hull. 30-5
Hull to Meridian, MS. 30-6
Chicago Union Station to Aurora, IL. 72
Richmond to Alexandria, VA..(4 Parts) 48-1,2,3,4
Atlantic City to Atco, NJ. 53A
Atco, NJ to 30th Street Station, Philadelphia. 53B
Lindenwold, NJ to Philadelphia, PA. 77
Hoboken to Montclair, NJ. 67
Hoboken to Gladstone, NJ 58
Hoboken to Dover, NJ 59
Hoboken, NJ to Suffern, NY..(Bergen County Line) 60
Hoboken, NJ to Suffern, NY..(Erie Main Line) 61
Hoboken, NJ to Spring Valley, NY. 62
Suffren to Campbell Hall, NY. 63A
Campbell Hall to Port Jervis, NY 63B
Hoboken to Netcong, NJ. 68
Wayne Junction (Phila.) to West Trenton, NJ. 74
30th Street Station, Philadelphia to Norristown, PA ...75
Elwyn to Wayne Junction, PA. 73
69th Street, Philadelphia to Norristown, PA 46
Media, Sharon Hill Line to 69th Street 50
Grontn, CT to Gardner, MA. (4 Parts). 81-1,2,3,4
Providence, RI to Worcester, MA. 82
Jamaica to Speonk, NY. 85
Babylon to Patchogue and Return 86
Port Jefferson to Huntington & Jamaica to Long Island City... 89
Long Beach to Los Angeles, CA. 91
Greenport to Ronkonkoma, NY 102
Ronkonkoma to Jamaica, NY. 103
Jamaica to Speonk (Via Main Line). 104
Speonk to Montauk, NY. 105
Anchorage to Fairbanks, Alaska..(7 Parts).95-1,2,3,4,5,6,7
Meadows Yard to Dover, NJ. (Boonton Line). 94
Jamaica to Oyster Bay, NY. 111
West Side Yard (Penn Sta) to Cold Spring Harbor, NY. ..112
Cold Spring Harbor to Port Jefferson, NY. 113

ALL VIDEOS PREVIOUSLY LISTED IN OUR AD ARE STILL AVAILABLE

Photo CD No.1



WINDOWS 95 © AUTORUN
OVER 375 QUALITY RAILROAD AND TROLLEY PHOTOGRAPHS.
USE THEM ANY WAY YOU LIKE.
$21.95 EACH

CALL OR WRITE FOR OUR FREE CATALOG LISTING OVER 200 RAILROAD & TRACTION VIDEOS

ALL TAPES PRICED

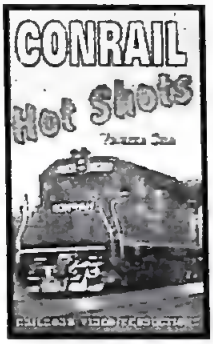
$21.95

EACH

NO SHIPPING OR HANDLING CHARGE TO U.S. & CANADA

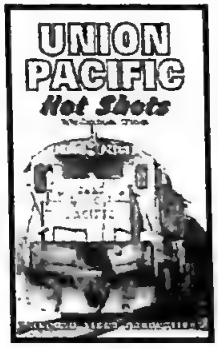
PENNSYLVANIA RESIDENTS PLEASE ADD 6% PA SALES TAX (7% PHILADELPHIA)

NEW RELEASES



Tape No. 117
This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Trac-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

Tape No.HM-5
The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FT's and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains an F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.



Tape No. 118
This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.

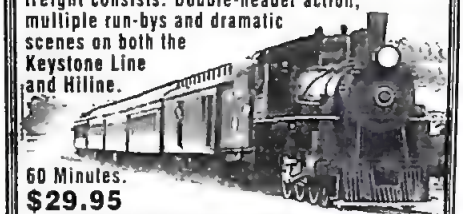
Tape No. 116
This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.

Tape No. 316
This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.

Tape No. 115
This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Holidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

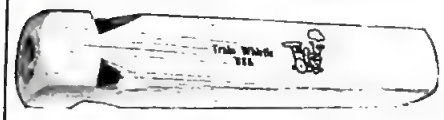
VISA, MASTER CARD & DISCOVER CARDS ACCEPTED

NEVADA NORTHERN PHOTOGRAPHERS SPECIAL!
On a weekend in November, 1996 the Nevada Nothern hosted a special event featuring steam locos #40 and #93,working both passenger and freight consists. Double-header action, multiple run-bys and dramatic scenes on both the Keystone Line and Hiline.



60 Minutes.
$29.95
PLUS $3.00 PER ORDER Shipping. NY RES. ADD 8.25% TAX
HI-IRON RAILROAD VIDEOS
PO BOX 155, MASPETH, NY 11378

AMERICAN CRAFTSMAN
2474 Huntington Drive
Pittsburgh, PA 15241
(412) 831-0332
THE LITTLE TRAIN WHISTLE WITH THE BIG ENGINE SOUND!
APPROXIMATELY 8" LONG WOOD



Price: $7 each ppd
PA residents add sales tax

My WESTERN PACIFIC
AN ENGINEER'S JOURNEY
Norman W. Holmes
founder of the Portola Railroad Museum, presents a book on the history, operations, and reflection on his 42 years of service on the *Feather River Route*.
11 x 8½ Format, Soft or Hard Cover, 128 Pages, B/W-Color
Softcover $29.95 + $3.50 Shipping /$5 Overseas
Hardcover Edition...$42.95 + $3.50 Shipping/$5 O/S
Order with Check or Credit Card from,
STEEL RAILS WEST PUBLISHING
955 West Moana Lane
Reno, Nevada 89509
E-Mail 76346.3476@compuserve.com
FAX Credit Card Orders 702-826-6417

Available Soon!
L&N
Louisville & Nashville
Cumberland Valley Division
$30.00
The L&N's coal-rich Cumberland Valley Division from the 1950s until the late 1970s in an album of around 200 B&W photos with maps, timetable excerpts, and other information. Noted author and photographer Ron Flanary takes us back for a look at Appalachian railroading at its best.
***NEW!* East Broad Top Slim Gauge Survivor $48.00**
Call or Write for Other Titles
Postage Paid in the United States.
Outside the U.S. Add $3.00 Per Book for Shipping.
In Maryland Add 5% Sales Tax. Dealer Inquires Welcome.
OLD LINE GRAPHICS
1604 WOODWELL ROAD,
SILVER SPRING, MD 20906
301-460-9193
(Monday - Friday, Noon to 7PM EST)

SAVE BIG MONEY ON LOCOMOTIVE ROSTER BOOKS!
ABSOLUTELY THE LATEST ROSTER BOOK AVAILABLE!
850 ROSTERS - FITS ALL POCKETS - ACME IN ACCURACY!
OUR JUST RELEASED BOOK HAS FOR EXAMPLE...
UP AS AT AUGUST 1996 FABULOUS DETAILS UNIQUE RENTAL FLEETS **BNSF**
348 LINES OF DETAIL - BN & ATSF 274 LINES OF DETAIL
(SPECIAL CONSOLIDATED HERITAGE ROSTER C&NW MP MKT WP) COMPARE OUR ROSTERS
YOU WILL NEVER BUY ANY OTHER ROSTER BOOKS!
DPA-LTA ENTERPRISES, INC.
PO BOX 3000
CHAMPLAIN, NY 12919-3000
$22.95 PPD

history of the 4-8-4 and the C&O Greenbriers, culminating in the restoration of the 614 in 1980 by Ross Rowland. Following the ACE 3000 project in 1985, the 614 was dormant until it was moved to an unlikely home on the New Hope & Ivyland in Pennsylvania.

In late 1996, the 614 returned to the main line in spectacular fashion with six revenue round trips (plus a test run) on NJ Transit between Hoboken, N.J., and Port Jervis, N.Y., on the former-Erie main line. Marc Balkin was the official videographer and had full access to the locomotive for placement of his improved *ChoochCam II* mini-cams on the boiler and in the cab. In addition, he had as many as a dozen cameras lineside to catch runpasts of the fast-moving train.

The test run and all six excursions are covered individually in the tape, but because of weather and camera angles, each trip develops its own personality. Given track speed and a big train, the 614 puts on an awesome show! This is a long tape, but because of its unrelenting pace and variety of angles, you find yourself not bored, but drawn in. The in-cab sequences of Paul Nichini or Ross working the engine up to speed are full and satisfying — like being there in person. And the *ChoochCams* are used to maximum advantage without being over-done.

The absolute highlight of the tape is Trip 5, Saturday, October 26. The weather was perfect, and Marc was in a helicopter to follow the return trip out of Port Jervis up the grade to Otisville and then for the very high speed sprint through Middletown to Moodna Viaduct. Using an electronically stabilized camera, Marc got some of the finest from-the-air footage we've ever seen, including close-up views of the locomotive itself filling the frame at furious speed (some 45-second miles were reported on the segment near Middletown). And the best part is the sound. Instead of using the on-camera mic that was full of Bell Jet Ranger noise, Marc selected the live sound from his on-the-locomotive *ChoochCams* and matched whistle blasts and lineside landmarks to perfectly dub the sound without the helicopter noise. The end result is unbelievable realism.

The climax of the twelve-minute helicopter sequence is the graceful 360-degree sweep around the train as it crosses Moodna Viaduct, from brilliantly etched back-light to the saturated sun-side view that even catches the other chopper carrying Mike Del Vecchio (photos on page 32-33) hovering in position. The helicopter sequences are worth the price of the tape in themselves!

The tape wraps up with "Hooter Day" Sunday where the crew honored passenger O. Winston Link by putting an N&W Class A "hoot whistle" on the 614 (but refrained from a Norfolk Southern 40-m.p.h. speed limit). And if the tape's narrator sounds familiar, it's Rich Melvin of Hopewell Productions and engineer on NKP 765 and C&O 2716!

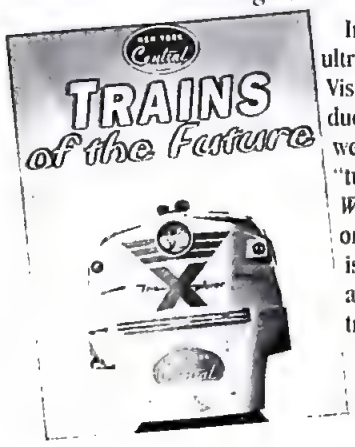
This tape does run a might long at 150 minutes, but the variety of angles holds your interest — this really is six tapes for the price of one, so you might consider multiple sittings to take it all in. That was my plan, but I got so hooked that I watched it until 1:30 in the morning! Port Jervis is only a half-hour drive from my home, but I had the misfortune of being in the hospital for some foot surgery during October and missed all but the test run. After seeing this tape, however, I was able to experience them as though I'd been there — J.B.

N E W T I T L E

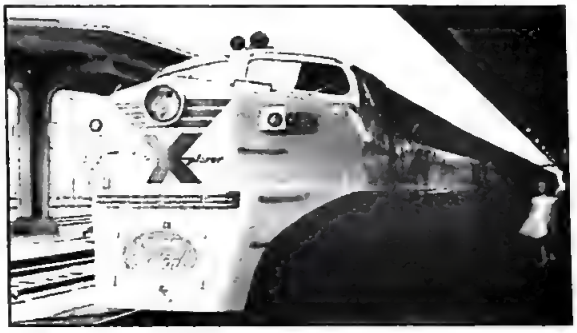
New York Central and The Trains of the Future

by Geoffrey H. Doughty

112 Pages, Hardbound • Fully illustrated with B&W and color photos, diagrams and drawings



In the 1950s, NYC as America's largest passenger railroad was in the forefront of experimentation with new ultra-lightweight high speed trains, that hoped to attract passengers back from the highways and airlines. Visionary NYC Chairman Robert R. Young, introduced *X-Plorer* and tested the *Aerotrain.* Covered as well are C&O's *Train-X*, Pennsylvania's Keystone "tubular train" design, New Haven's *Roger Williams, Talgo* experiments, and GM's *Aerotrain* on other roads. This book breaks new ground and is a must form passenger fans, NYC enthusiasts, and those who like the history of railroads in the transition years. Order today, expected in February.



Only $25.95 + $4 S/H

Special prepublication Price of $20.95 + $4 S/H if ordered before 1/31/97

Many other New York Central and railroad books available. Send for free list..

ORDER FROM: TLC PUBLISHING • DEPARTMENT RF
ROUTE 4, BOX 154 • LYNCHBURG, VIRGINIA 24503-9711
Virginia Residents Add 4.5% State Sales Tax Foreign Orders add $4.00 per book extra.
Send for complete list of other fine railroad books.
Maximum Shipping and Handling For Single Order is $7.00

CONNECTICUT COMPANY'S STREETCARS

By Frederick A. Kramer with Ed Wadhams

Years have passed since yellow Connecticut Company trolleys criss-crossed the State of Connecticut with its roster of unusual wooden cars and assorted double truck open cars made famous for their trips to Yale football games packed with riders. Ownership in the Connecticut system lay in the New Haven Railroad. When the New Haven went bankrupt the trolley operation fell on hard times. Today the Connecticut Company remains alive on the Branford Electric Railway Museum as well as at the operating trolley museums at Warehouse Point and Kennebunkport. Now a comprehensive book on the Connecticut Company's Streetcars has been written by Frederick Kramer, with Ed Wadhams. In addition to a brief history, there are over 150 photos, maps and illustrations of the renowned system.

PAPER BOUND EDITION (C00082).....$21.95 + S&H
DELUXE HARDBOUND EDITION (C00083)....$26.95 + S&H

S&H in US $2. per book, outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax, Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery. Prices subject to change.

TO ORDER CALL: 1-800-474-6995 HAVE CREDIT CARD READY!

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

RAILFAN & RAILROAD BACK ISSUES

LISTED HERE ARE SOME OF THE ISSUES STILL AVAILABLE. QUANTITIES ARE LIMITED SO PLEASE ORDER NOW.

Summer 1975
The Vermont Railway
South Africa's 19D's
Here comes ConRail
Alco's Black Mamas

Winter 1975
Pro and ConRail
Tracking the Apollos
Orbsonia Obsession
On the road with 4449

Summer 1976
B&M's Hillsboro Branch
The Jansen Turn
Spirit of Old 76
Picturesque Penn Central

Fall 1976
ConRail's trolley
Great Steam Exhibition
Retracking the Apollos
ConRail & the Shortlines

Winter 1976
Benwood's EM-1's
A Boxcar weekend
Ross Rowland and No.1
The Milpitas F's

Spring 1977
Greenville & Northern
Tehachapi weekend
Empress of Agincourt
Soo South of Schiller

August 1977
Oregon's last loggers
C&NW's Alco country
Two Hours at Hunter
Lehigh Valley doodlebugs

October 1977
Prince Edward Island
The Asheville Trains
Baldwin's Baldwins
Freedom Train Photo Contest

December 1977
Index to Vol.1
The Camas Prairie
4449: Homeward Bound
Story of the FL9's

April 1978
Texas Transportation Co.
Strangers in South Station
Union Pacific into Chicago
Kenova and coal

May 1978
Chicago's new look
Roundhouse foreman
Extra 454 South
The Gila Bend Mixed

November 1978
Narrow Gauge country
Sand Patch
Bone Valley creatures
Chessie encounters

January 1979
Tracking the South Shore
Houston's Belt
Sperry's Golden Arrow

May 1979
Central Vermont Steam
Katy's Oklahoma F's
WP's Third Subdivision
Five Alcos and a Mack

September 1980
Ashley interlude
CP Rail Vermont
The Berk goes to work
The 800's-The Gary Job

March 1981
Surprises at Steamtown
Centennials
614 Steams for safety
Show Day

November 1981
St. Charles Line
From Silvis to Bangor
Steel City commuting
Bradshaw buys Silverton

May 1982
The Pullmans on the hill
BN into Goodland
Cadillac & Lake City
Last days of the Rock

July 1982
Cuba: Steam & more
Tidewater 251s
Blue Dragon of
Golden Valley

September 1982
Bristol & North Western
SF enters space age
NASA's resident railroader
Montreal's Big Centurys

November 1982
NRHS Colorado Rails '82
Welcome Dakota Rail
2716's Appalachian Odyssey
McCloud River Steam

January 1983
Wabash Valley
The 3985
Amtrak vs Bray Boulder
MoPac's Navy Pt.2

July 1983
Kuralt Exploring America
TP&W President McMillan
Boston's F-units
The Tip-Up

September 1983
The Zephyr goes Amtrak
Eagle Mountain's last day
The Tip-Up, Part 2
Exploring America, Part 3

November 1983
NRHS Convention
Richmond's triple crossing
Portage la Prairie: 1959
Wm.F.Allen and Standard Time

March 1984
Changes on Mt. Washington
GG1 retirement party
The Tuscola & Saginaw Bay

September 1985
The Paris Switcher
Pennsy pulled a fast one
Friends of a museum in need
Where the SD40-2s don't roam

November 1985
The saga of Santa Fe Skyway
It's the Maryland Midland
The Challenger on Sherman Hill

January 1986
War Production Board & Diesels
NRHS Banquet Address
The SP Lakeview Branch
The Battle of the Atlantic

March 1986
EMD invades England
The Resurrection of 2102
Vandenberg's Blue Alco
The New Genesee & Wyoming

May 1986
Mallets in the woods
I never planned to be a railfan
Four cowls over Tehachapi

July 1986
Photo Line
The Rudand Train
SF to the Bay
CN's covered wagons

November 1986
Carolina Mixed
Exploring Fraser Canyon
River boats
Blue Mountain & Reading
Hartford & Slocomb

January 1987
The GP30 Story
Quaboag and the Quasar
The Amador Central
Illinois Central on my mind

March 1987
The Alliance Line
Snowtime Safari
Golden Spike Photo Contest
A gathering of "PVs"

October 1987
The colorful Joint Line
"Bikini Blues"
Update on the Apache
Pinsly comes to Florida

November 1987
The NRHS Convention
Gasoline Safari
Baldwins on the Trona

December 1987
BN's Northwest "Funnel"
The Mississippian tradition
IRM 1987 Railfan Weekend
The well prepared traveler

January 1988
The North Western in Iowa
Greyhounds of the Overland Trail
A touch of Gray
North Shore Line

February 1988
Copper trains in cactus country
The Legacy of A.E. Brown
Photo train through Arkansas
Freight on the "ET"

March 1988
One day on Cajon
The Atlantic & St. Andrews Bay
The Foster Yeomen "59s"
Sacramento's Folsom Corridor

April 1988
Soo Lines' grain Country
Hey! Buddy
Pinsly's' Pioneer Valley
SP's U25Bs

May 1988
Tumbler to Tidewater
Railfanning the BCR Electrics
Red River Valley & Western

July 1988
Milepost 465
Amtraks' Keystone service
'San Diegan' Special
Something old,Something new

August 1988
The Last F3, BAR42
The Railroads of Roaring Camp
Cabin Fever
Restored Santa Fe F-Units

September 1988
The Paris Local
UP's Hog Train Royal Hudson
The Pittsburg & Shawmut
Switchers on the Shawmut

October 1988
The Bigbee Line
Utah Ry: The Era of the '45s
Kodaks' new T-Max 3200 Film

November 1988
Garden State in '88
Rocky Clubs 50th
NRHS Night Life
Magma on Monday

December 1988
1522, Mountain Railroading
1522 on the road
Streamliners of Dixie
Mountain Pass Marias

February 1989
Winter steam at Cookshire,VT.
The New York & Lake Erie
Success in South Dakota
Rubin on the Cotton Belt

March 1989
Alberta Bound
Strangers in La Grange
Collins Curve
Return to White Pass

April 1989
Eastbound
Jim Martins' Campaign Trail
Inco Limiteds' Electric Empire
4449 Adopt-A-Branch Special

June 1989
The Seminole Gulf Railway
CP's Maine Line
Railfanning the Seminole Gulf
Its a "Krok"

July 1989
Remembering the Katy
CP's Maine Line Pt.3
TTX Annual Report
Katy Color

August 1989
L.A. Union Passenger Terminal
Celebrating L.A. in May
Remembering Katy motive power

September 1989
Brills in the Hills
The Richmond
Fredericksburg & Potomac
Steam returns to Maine

November 1989
NRHS Convention
Spencer for History
Electro-Motive's FT Celebrates 50 years

December 1989
The Florida West Coast
Railroad men
The diesel that tamed Hoosac
The return of FT103

March 1990
The Aroostock Valley RR
Montana Rail Link Story
Recreating 1955 with 1744

April 1990
The mystery of Jukes Tree
Montana Rail Link Story Pt.2
Steam in name only

May 1990
The Durango Roundhouse fire
Central Western Railway
Hudson Highlands
The 'Star' of the lantern business

June 1990
Chicago & Illinois Midland
The "Canyon"
In memory of "BK"
New CSX paint scheme

July 1990
The C&IM, Pt.II
Cumbres & Toltec Scenic
Photo Line Special
When slides come back

August 1990
Riding to Winterail
Cotton Belt's KC Connection
TVRM: 3 miles of history
Railfanning around Pittsburgh

September 1990
Steam spirit of St. Louis
Wreck to save lives
Two in the Canyon
Multiple train photography

October 1990
Black tire affair
Front Royal connection
Milwaukee Road West
Meet Mason Cooper & Ed Lynch

November 1990
Steam Era continues
Tennessee Transformation
30 years of UP steam
Tale of a Century 420

December 1990
Clinchfield country Christmas
Huntdale at Night
Crestline, Ohio
Railfanning: China style

January 1991
Yakima "Steamfest '90"
The SDP40F Story
Weekend in the Twilight Zone
Red F-units & Yellow SDs

February 1991
"Photographers Weekend"
CN's Atherley Swing Bridge
Washago Junction
SDP40F, Pt.II

March 1991
ConRail's State Line Tunnel
Steam through Patagonia
Crowsnest, Cranbrook & Coal
Velvia & Exposures revisited

April 1991
Philadelphia's PCCs
Indiana & Ohio GP30
Sacramento: 10 Years
Crowsnest, Pt.2

May 1991
Beaumont Hill
Last run of the Electroliner
Return of the Electroliner
Incoming Spuds

June 1991
Riding the Super Fleet
The Thermal Belt
The 'other' 2-6-6-4s
Shooting Super Fleet in B&W

July 1991
Firing the Hoosier Hudsons
The Schuylkill Shifter
Plaster City's Alcos
Hi 8 Video Introduction
Shifter

August 1991
Celebrating Sacramento
Aboard the UP doubleheader
Maine's Quintessential Short Line
Project 2472

September 1991
Bangor & Aroostock
Tracking the Green Machine
Amtrak's Empire Corridor

October 1991
NYC's West Side Freight Line
UP's Kansas Corridor
Fireball Summer
Ilford's XP-2 Film

November 1991
Green Bay & Western Today
NRHS Huntington Convention
25 Years of Steam in Dixie
Kodak's new Ektachrome 64X

December 1991
Erie E8s in New Jersey
Sacramento River spill
Simpson Timber
1991 Cover One winners

January 1992
RailTex in Georgia
Last train on the OC&E
Brill's "Other Bullets"
"Keystone Classic Club"

February 1992
Comparing the Bullets
Today's Missabe
Maine Central's last winter
Index to Volume 10/1991

March 1992
KCS on Rich Mountain
North to Alaska-in style!
Artwork of Paul Adams
Ultimate steam excursions

April 1992
1991 California Limited
Santa Fe 4-8-4s
3751 and Stan Kistler
2 Hours at Tunnel Two

May 1992
Twin Cities to the Twin Ports
Colorful Rectifiers
Steam returns to Susquehanna
The E44: PRR's Last
Freight Motor

June 1992
BN's Ottawa Branch
FNM's Daylight PA
Edaville & The Maine Two Footer
The Well-Equipped Photographer

July 1992
A Visit to Vladivostok
Aberdeen & Rockfish
Scrantons Big Blast
Edaville & the Maine, Part 2

August 1992
Last Days of Chehalis Western
Medi-Flu 15
Super Duper Fleets
11th Annual R&LHS awards

September 1992
CSX-ing the RF&P
"Campaign '92"
"K" Line and ITS at Long Branch
Processing Kodachrome

November 1992
San Jose '92
Commuter Service L.A.
Bill Clinton campaign Train

December 1992
Streaking Across Texas
Boston's Last PCCs
Cover One Contest Winners
The Steam Season

January 1993
Soldier Summit
Persuing the POTUS
Metro-North's "Boston" F10s

Single copies of *Back Issues* are $3.50 each plus $2.00 for P&H, Domestic. For Foreign orders *Back Issues* are $4.25 each plus $3.00 for P&H. Any 10 issues are $26.00 for Domestic and Foreign (Add $5.00 Domestic/$7.00 Foreign for P&H). Any 18 issues are $44.00 for both Domestic and Foreign (add $6.00 Domestic/$9.00 Foreign for P&H). Please indicate 2 alternate selections since quantities are limited.

RAILFAN & RAILROAD

Return to:
***CARSTENS* PUBLICATIONS, Inc.**
P.O.Box 700, NEWTON, N.J. 07860

AMERICAN EXPRESS · VISA · OPTIMA · MasterCard

2 K 79

Enclosed find US$..... . Please send me..... copies of the RAILFAN & RAILROAD issues I have checked at right. I have included alternate selections if the copies I ordered are out of print (marked with an "A").

Please send check or money order (US funds only, no cash please) or:
Please charge my ❒ Visa Card, ❒ MasterCard, ❒ Am Express, ❒ Optima

Card No. Exp.

Signature

Name

Street

City State Zip

All orders in US funds, please. Order form may be photocopied or order placed in letter to avoid mutilating magazine. Be sure to include street address on orders of 10 or more as we ship UPS wherever possible. Canadian readers must include 7% G.S.T. Please allow 4-6 weeks for delivery.

❒ Summer 75	❒ Jan. 83	❒ May 88	❒ July 90	❒ Apr. 92	❒ Feb. 94
❒ Winter 75	❒ July 83	❒ July 88	❒ Aug. 90	❒ May 92	❒ Mar. 94
❒ Summer 76	❒ Sept. 83	❒ Aug. 88	❒ Sept. 90	❒ June 92	❒ Apr. 94
❒ Fall 76	❒ Nov. 83	❒ Sept. 88	❒ Oct. 90	❒ July 92	❒ May 94
❒ Winter 76	❒ Mar. 84	❒ Oct. 88	❒ Nov. 90	❒ Aug. 92	❒ June 94
❒ Spring 76	❒ Sept. 85	❒ Nov. 88	❒ Dec. 90	❒ Sept. 92	❒ Aug. 94
❒ Aug. 77	❒ Nov. 85	❒ Dec. 88	❒ Jan. 91	❒ Nov. 92	❒ Sept. 94
❒ Oct. 77	❒ Jan. 86	❒ Feb. 89	❒ Feb. 91	❒ Dec. 92	❒ Nov. 94
❒ Dec. 77	❒ Mar. 86	❒ Mar. 89	❒ Mar. 91	❒ Jan. 93	❒ Jan. 95
❒ Apr. 78	❒ May 86	❒ Apr. 89	❒ Apr. 91	❒ Feb. 93	❒ Feb. 95
❒ May 78	❒ July 86	❒ June 89	❒ May 91	❒ Mar. 93	❒ Mar. 95
❒ Nov. 78	❒ Nov. 86	❒ July 89	❒ June 91	❒ Apr. 93	❒ Apr. 95
❒ Jan. 79	❒ Jan. 87	❒ Aug. 89	❒ July 91	❒ May 93	❒ May 95
❒ May 79	❒ Mar. 87	❒ Sept. 89	❒ Aug. 91	❒ June 93	❒ June 95
❒ Sept. 80	❒ Oct. 87	❒ Oct. 89	❒ Sept. 91	❒ July 93	❒ July 95
❒ Mar. 81	❒ Nov. 87	❒ Nov. 89	❒ Oct. 91	❒ Aug. 93	❒ Aug. 95
❒ Nov. 81	❒ Dec. 87	❒ Dec. 89	❒ Nov. 91	❒ Sept. 93	❒ Sept. 95
❒ May 82	❒ Jan. 88	❒ Mar. 90	❒ Dec. 91	❒ Oct. 93	❒ Oct. 95
❒ July 82	❒ Feb. 88	❒ Apr. 90	❒ Jan. 92	❒ Nov. 93	❒ Nov 95
❒ Sept. 82	❒ Mar. 88	❒ May 90	❒ Feb. 92	❒ Dec. 93	❒ Dec 95
❒ Nov. 82	❒ Apr. 88	❒ June 90	❒ Mar. 92	❒ Jan. 94	❒ Jan 96

ON THE MENU

by JAMES D. PORTERFIELD

Railroad Potables, Second Section

Guest Columnist: Alexander D. Mitchell, IV

THIS, THE MONTH OF St. Patrick's Day, is perhaps the best time to revisit a subject first treated here in September, 1994: railroad-theme beers. At that time, Sandy Mitchell called our attention to the little-known but vibrant phenomenon of beers brewed in former railroad facilities or named or labeled to reflect railroadiana. Recently, Sandy wrote to update me on this phenomena. Here is his report:

"Since my original piece, a great many developments have swept the brewing industry, just as mergers and regional spin-offs have swept the railroad industry. For us eager railfans it means more railroad beers have come chugging down the rails.

"First, a follow-up. The Devil Mountain Brewery in Benecia, California, with packaging that features a 2-8-2 — I will gamble and guess it is Yreka Western 18 — storming past a shack with a mountain in the background, closed its doors in 1995. However, newly redesigned and reformulated products bearing the Devil Mountain name are being brewed at the Hudepohl-Schoenling brewery in Cincinnati under the auspices of liquor conglomerate Seagrams. *Railroad Gold Ale,* a light amber ale; *Five Malt Ale,* a red ale, and *Black Honey Ale,* a dark porter made with African black honey, are available in selected metropolitan markets. Look for it in Maryland, the District of Columbia, Georgia, Colorado, New Jersey, northern California and elsewhere.

"Meanwhile, lest you think the phenomenon of railroad station breweries has run its course, think again. Although no more boxcar breweries, like Truckee Brewing in California, have surfaced, in Missoula, Montana, the former Northern Pacific depot at 100 Railroad Street now houses Bayern Brewing, Inc., and the Iron Horse Brew Pub (Montana law requires these be separate businesses with separate owners). Bayern founder Jürgen Knöller brews an exclusive German-style amber lager, a pilsner and seasonals for the pub.

"And those who can't ever get enough of Colorado narrow-gauge beer — such as Denver's Lonetree *Iron Horse Dark Ale,* covered last time — will want to stop at the San Juan Brewing Company in Telluride, in the former Rio Grande Southern station. Brewery founder James Loo brews only for the pub, offering *Little Rose Amber, Willie's Wheat, Temptation Stout* and *Boomerang Brown Ale.*

"Now, for those with an interest in new beers featuring railroad themes, one qualifies as a true 'railroad beer.' St. Stan's *Whistle Stop Ale,* a product of St. Stan's Brewing Company of Modesto, California, features a steam engine chugging across the top of labels and six-pack carriers. This light, crisp, pale ale is now carried as a premium beer on Amtrak trains running in California. Other Amtrak trains, especially those stocked at California commissaries, are likely to carry the beer soon. *Whistle Stop Ale* is available in seventeen states, Canada, Britain and Singapore.

"Also in California, the Riverside Brewing Company produces two fine products for the rail enthusiast. *Pullman Pale Ale,* a British-style pale ale, sports a label with an artist's rendition of a broadside view of a heavyweight Pullman named — you guessed it — the *Riverside Brewing Company.* Labels on *Golden Spike Pilsner,* a European-style pilsner, picture a gandy dancer standing in front of an old-time steamer, ready to drive the golden spike glistening before him. Both have won awards at the Great American Beer Festival. Another favorite, the seasonal *119,* is named for the Union Pacific locomotive that was at the Golden Spike ceremony in Promontory. The brewery's logo features a steam train pulling a flat car of kegs under palm trees. You'll find *Golden Spike, Pullman* and other Riverside brews in California, Arizona, New Mexico, Nevada, Florida, Colorado, Texas, North and South Carolina, Maryland, New Jersey and upstate New York.

"While on the subjects of Pullman and the Great American Beer Festival, note that in 1995 an Honorable Mention — Robust Porter award — went to McNeill's Brewery in Brattleboro, Vermont, for its *Pullman Porter.* Distribution is limited to Vermont and Massachusetts.

"Back out west, Durango, Colorado, has among its four breweries Carver's Bakery, Cafe and Brewery, which carries fresh baked goods and *Iron Horse Stout.* The latter is named after the hometown's engines, and the company's logo is a D&RGW K28-class locomotive, complete with the fake diamond stack from the 1970s, riding a cliff high above a stream. *Iron Horse Stout* is only available on-site or in half-gallon 'growlers' suitable for carrying home from the pub.

"If you haven't satisfied your thirst with *Iron Horse Stout,* head next to Ska Brewing Company, located nearby in the back of an old welding shop. Among its offerings is *The Train Blows Porter,* a dark, rich porter named after the sooty clouds the Durango & Silverton locomotives puffed over Durango's skyline. Currently only a local brew, if distribution expands beyond the Durango / Telluride / Silverton area, the name will change to *Ten Pin Porter* (brewer Matt Vincent sees

TRACKSIDE VIDEO
P O BOX 234
FOREST PARK, GA 30051
1-800-548-8476
ONLY $24.95 each ppd.

1218 a New Beginning
Inaugural trips N&W 1218 out of Roanoke
The A and The J
Hi-Lites of 1987 NRHS Convention Roanoke
CALS AT CASS
1988 CALS weekend Cass Scenic Railroad
Articulated Superpower
N8W 1218 & UP 3985 together on one tape
Assault On Asheville
Hi-Lites of 1989 NRHS Convention Asheville
290 The Legend Continues
Historic look at A&WP Heavy Pacific #290
Return To Asheville
611 on her first trips to Asheville via Old Fort
290 and the Golden Isles Special
A&WP 290 on NS Coastal Div. to Brunswick
Colors Through The Canyons
SP 4449 at Steam Fest 90 on Wash. Central
pickin em up an layin em down
290 with freight to Jacksonville via CSX
High Iron to Huntington
Hi-Lites 1991 NRHS Convention Huntington
New River Steam '94
Milwaukee 261 on 1994 New River Train
The Dixie Flyers
Coverage of 1994 NRHS Convention Atlanta
Forty-Five "O" One
Historic and Contemporary look at SR 4501
Tales of a West Point Pacific
290 Montgomery & Fried Green Tomatoes
Where the Shay Rules Cheat Mtn.
Hi-Lites of 1992 Cass Railfan Weekend
Return To Saluda
Ride on 611 up Saluda Mountain
The '94 Nancy Hanks Special
Expanded coverage of '94 Nancy Hanks Spec
All Good Things
611 on FINAL NS Excursion plus lots more
Diesel Diaries Vol. 4
F Units of SR / L&NW / CSX / Wyo 8 Colo
Steamin
750/819/8444/3985/611/1218 & more
Steamin in '90
290 / 819 / 844 / 1522 / 4449 / 51 and more
Steamin in '91
2102 / 4501 / 610 / 765 / 1225 and more
Steamin in '92
Shay 6 / 1702 / 611 / 290 / 676 / 290 more
Steamin in '93
33 / 1702 / 2765 / 425 / 89 / 90 / 1278 more
Only $24.95 each ppd.
TO ORDER CALL TOLL FREE
1-800-548-8476
OR SEND CHECK OR MONEY ORDER
FOR $24.95 EACH TO
TRACKSIDE VIDEO
P O BOX 234
FOREST PARK, GA 30051
VISA * M/CARD * DISCOVER

RBH

Raritan Bay Hobbies
P.O. Box 4231
Metuchen, N.J. 08840
908-494-2932

BOOK LISTINGS

Bessemer & Lake Erie in Color.....35.95
C&O Coal & Color.....31.95
C&O Freight Cars Vol. 1 Hoppers & Gonds .23.95
Chasing Trains.....43.95
Chicago Great Western in Color (Due 2-97).35.95
Chili Line & Santa Fe - City Different.....35.95
Classic Fgt. Cars # 9 Insulated Box.....21.45
Colorado & Southern Color Pictorial.....39.95
Colorado Midland Ry. 41.45
Colorful Look at..CR's SD40 & 2's.....19.95
Confessions of a Train-Watcher
by David Morgan (Due 8-97) 31.95
Durango - Always a RR Town 33.95
East Broad Top Slim Gauge Survivor.....37.95
Empire of Silver 30.95
Fairbanks Morse Locos in Color.....35.95
Feather River Canyon - UP 39.95
Fort Worth & Denver Color Pictorial 39.95
GN Color Pictorial Vol. 1,2,3 or 4.....each 39.95
Great Northern Color Guide.....35.95
Gulf, Mobile & Ohio Color Pictorial 39.95
Heart Of the PRR.....14.95
Insull's Chicago Interurbans 35.95
The "L" 43.95
L&N - Old Reliable 23.95
L&N Cumberland Valley Division (Due ??)...23.95
Manhattan Gateway.....35.95
Minn. & St. Louis in Color 35.95
NJT Rail Operations 23.95
Narrow Gauge to No Man's Land 30.95
Nickel Plate in Color Vol. 3 (Due 3-97).....35.95
Norfolk & West. in Color Vol. 1 (Due 3-97)...35.95
Northern Central 31.95
Northern Pacific Color Pictorial Vol. 1 or 2.ea. 39.95
NYC Later Power.....55.95
NYC Lightweight Pass. Cars & Travel.....22.95
NYC & The Trains of the Future (Due ??) 20.45
Orange Blossom Special 15.95
Pennsy Diesel Years Vol. 5 or 6 .....each 35.95
Pino Grande.....22.95
President Travels by Train.....31.95
PTC Rails.....17.45
Pullman Paint & Lettering Notebook
(Due 8-97) 19.95
RGS Story Vol. 3, 4 or 5 .....each 53.95
RR Atlas: Vol. 1,2,3,4, 5, or 6 .....each 17.45
Railroads in the Woods.....31.95
Rio Grande Color Guide 35.95
Rock Island Color Guide.....35.95
Rock Island Color Pictorial Vol. 1 or 2 ....ea. 39.95
Rock Island Diesels 14.95
Rock-A-Bye Baby (Rockaway Valley RR) 9.45
Route of the Rockets (Due 3-97).....43.95
SP's Colorful Shasta Route 39.95
SP In The Bay Area.....14.95
Southern Ry Spencer Shops 17.95
Spokane, Portland & Seattle (Due ??).....59.45
Trails Among the Columbine 95/96 .....29.45
Under Milwaukee Wires.....35.95
Union Pacific Color Guide Vol. 2 .....35.95
UP Business Cars.....39.95
Up Clear Creek on the Narrow Gauge.....29.45
Western Maryland Diesel Locos.....19.95
Wisconsin Central: RR Success Story
(Due 7-97) 39.95

100's more titles available

DOMESTIC SHIPMENTS VIA UPS

FAX YOUR ORDER VIA
OUR COMMON PHONE NUMBER

Master Card and VISA accepted. Shipping on U.S. orders add $3.50 for the first title, $1.00 for each additional title up to a maximum of $5.50 per shipment. Foreign orders welcome, postage at cost. NJ residents add 6% sales tax. FAX/Phone orders accepted with full credit card information. Send a large self addressed, stamped envelope for complete book listing. Prices supersede prior prices.

The Train Blows as a local observation that won't hold up outside the Durango area).

"Aficionados of Maine's two-foot gauge empires will discover the perfect way to end a day of railroad archaeology in Farmington, Maine. At the end of the former Sandy River & Rangeley Lakes Railroad yard spur lies the town's grain depository, now home to the Narrow Gauge Brewing Company and the Grainery, a restaurant, coffeehouse and brewpub. The pub features up to five beers at one time, including the flagship *Iron Rail Ale, Steamer Stout, Rangeley Red Ale, Boxcar Brown Ale* and *Clearwater Cream Ale* (named for a nearby lake) and a logo showcasing the SR&RL's 0-4-4T No.5.

"Finally, a distribution agreement between Anheuser-Busch and Redhook Brewing — recall that this company has its origins in a trolley car barn in the Freemont section of Seattle — has resulted in many of Redhook's flavorful products being available in every state in the Union except Mississippi, Alabama and Oklahoma. Redhook's new facility, in Woodinville, Washington, is next to the Chateau Ste. Michelle Winery, destination of the *Spirit of Washington* dinner train, in case your tastes drift to wine instead of beer.

"Rail imbibers who want to add to their mileage maps may want to call brew pubs identified here to learn hours of operation. Many feature railroad-related decorative themes and offer collectibles (T-shirts and the like) for sale."

In order of mention, they are:

IRON HORSE BREW PUB, 100 Railroad St., Missoula, MT 59807; 406/728-8866.

SAN JUAN BREWING CO., 300 South Townsend, Telluride, CO 81435, 970/728-0100 or 970/728-4587.

ST. STAN'S BREW PUB, 821 L St., Modesto, CA 95354; 209/524-2337.

RIVERSIDE BREWING COMPANY BREW PUB, 3397 Seventh St., Riverside, CA 92507; 909/784-BREW (2739).

MCNEILL'S BREWERY, 90 Elloit Street, Brattleboro, VT 05301; 802/254-2553.

CARVER'S BAKERY, CAFE AND BREWERY, 1022 Main Ave., Durango, CO 81301; 970/259-2545.

SKA BREWING CO., 545 Turner Dr., Durango, CO 81301; 970/247-5792.

NARROW GAUGE BREWING CO., 22 Pleasant Ave., Farmington, ME 04938; restaurant — 207/779-0710; pub — 207/778-5363.

REDHOOK BREWING CO. / TROLLEYMAN PUB, 3400 Phinney Ave. North, Seattle, WA 98103; 206/548-8000.

Sandy closes with this reminder: "Railroad regulations prohibit employees from indulging in alcoholic beverages before approaching a railroad environment. The same rule applies to railroad enthusiasts and passengers. Be advised that conductors routinely discharge drunk passengers into the custody of local police at the next stop."

Railfanning is:

Discovering that your home town depot is now nothing more than a signpost (if that).

IMPOSSIBLE CHALLENGE II

by Herbert H. Harwood, Jr.

B&O from Baltimore to Washington and Harpers Ferry 1828 to 1994. Hard, 432 pages, 482 illus. (42 full color). 8½ x 11", $65.00, $5.00 delivery, $3.25 MD tax. **BARNARD, ROBERTS & CO.**, PO Box 7344, Baltimore, MD 21227. (410) 247-2242. VISA/MC. At serious dealers.

Looking for older diesels of your favorite Railroad?

I have good quality 35mm Duplicate Slides of diesels, old & new, steam or Trolleys. Lots of short lines and industrials. Send $2 for lists & 2 Sample Slides to:

Charly's Slides 4255 Elk Park Rd. Lake City, PA 16423

Since 1921 the Railway & Locomotive Historical Society has been the rallying-point for serious rail history enthusiasts. Our members read, research, relive railroad history of all eras; they enjoy two issues yearly of our illus. journal **RAILROAD HISTORY** (Avg. 150 pages), keep current with our timely Newsletter. Chapters too! Join Now! R&LHS, Box 193552B San Francisco CA 94119 for folder.

RAILWAYMAN'S POCKETWATCH

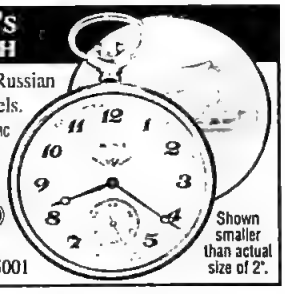
Official watch of the Russian State Railway. 18 jewels. $49.95 + $3 S/H. VISA/MC

1-800-375-3943

Free RR gifts catalog.

SMITH-THOMPSON

P.O. Box 828
White River Jct., VT 05001



Shown smaller than actual size of 2".

New Book from Cabbage Stack Publishing

LOGGING RAILROADS OF ALABAMA

by Thomas Lawson, Jr.

The definitive history of the small railroads which penetrated the virgin timber forests of the State of Alabama. Over 300 different operations covered. Hardcover 8fi" x 11" format. Coated paper. Color covers with 240 b&w photographs. Detailed locomotive rosters with 525 engines identified by shop number. Detailed index. Maps. Twelve different track gauges covered. Shays, Heisler, Climax and Dunkirk geared locomotives documented and pictured. 296 pages.

Price: **$54.95** plus $5.00 shipping in U.S.

Mail check or money order (no credit cards) Brochure for S.A.S.E (Ala. residents add 4% sales tax)

CABBAGE STACK PUBLISHING

P.O. Box 19912, Birmingham, AL 35219

CONRIVALRY UPDATE Norfolk Southern's attempt to have a federal judge block the sale of Conrail to CSX did not succeed. The judge said in denying the injunction request by Norfolk Southern Corporation that the Conrail board had not acted in bad faith in signing the $8.5 billion merger agreement with CSX. Predictably, CSX officials were delighted by the decision while Norfolk Southern's execs were more than a little disheartened but nonetheless determined to block the merger. Norfolk Southern immediately filed an appeal of the decision with the 3rd U.S. Circuit Court of Appeals. These somewhat frantic legal maneuvers by Norfolk Southern are caused by its belief that the intended merger violates state and federal laws and that Conrail is doing its shareholders a disservice by refusing to consider a higher bid.

More than 100 lawyers converged on the courtroom for the proceedings, which presented one of the first challenges to Pennsylvania's strict anti-takeover statute passed in 1990. The law is designed to prevent exactly what Norfolk Southern is trying to accomplish in its effort to outbid CSX. Conrail also needs to get shareholder approval to lift a provision of the Pennsylvania anti-takeover law, which now prevents CSX from buying more than 20 percent of Conrail stock.

No matter who wins the fight to buy Conrail, both bidders are facing stronger-than-expected opposition from shippers, ports and Congress to the takeover of the East Coast's dominant railroad. That opposition is likely to force the winning bidder into costly concessions, including selling assets and routes (when Union Pacific sought to engulf Southern Pacific for $3.9 billion in 1995, it was forced to open 3,900 miles of trackage to competition before the deal was approved by the Federal government).

Conrail and CSX confirmed that meetings had begun on November 19, 1996, with the Transportation Trades Department of the AFL-CIO to discuss the merger. The meeting was was a get-acquainted session to establish channels of communication. Further discussions are expected to be held as the merger proceeds. The AFL-CIO had previously announced that it had formed a coalition of rail unions to analyze the merger and to develop a formal position.

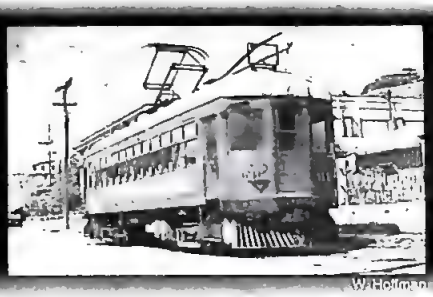
RICHMOND, FREDERICKSBURG & POTOMAC SOLD The Commonwealth of Virginia ended its 162-year-old relationship with the RF&P Corporation on December 2, 1996. The company, which hadn't seen a wheel turn since 1991 when rail operations were spun off to CSX, leaving the RF&P as merely a real estate entity, was purchased by Lazard Freres & Co., a New York investment bank. The $570 million deal transfers the RF&P to Lazard from the Virginia Retirement System, which purchased it in 1991 ostensibly to add assets to its pension fund with the RF&P's extensive property holdings.

The purchase price is slightly better than the book value of the RF&P, which when acquired by the VRS was $350 million in cash. However, because of bookkeeping questions, the state takeover is carried on the VRS ledgers at $548 million — a figure based on the historic value of RF&P stock.

The first shares of the RF&P were acquired by the Commonwealth of Virginia the year the company was started: 1834. At the time, the state had embarked on a massive public works program, and it received shares in railroad, canal and turnpike companies in return for government subsidies to these fledgling industries.

By 1990, CSX had become RF&P's majority shareholder and began proceedings to merge it into the CSX empire. The Governor of Virginia at that time blocked the merger in favor of the VRS takeover of the RF&P. The acquisition and operation of a private company by a public organization came under much scrutiny and was even the target of a three-year federal investigation which turned up virtually nothing. Now, after six years of public control, the RF&P is in private hands again and probably stands to be carved up even more — JOHN P. STITH.

ELECTRIFYING READING



SAMPLE ELECTRIC RAILROADING IN ITS MANY FORMS THROUGH THE PAGES OF THESE OUTSTANDING CERA BOOKS:

A Rainbow of Traction
This all-color book takes a look back at interurban, rapid transit and main-line electric railways during the 1939-1945 period. Excellent color photos depict dozens of widely divergent operations throughout North America including the Canadian National's long-lived box cab electrics, the North Shore Line's famous Electroliners and the stately interurban cars of the Hershey Cuban Railroad. Brief essays covering various aspects of electric railway technology round out this 144-page book.
#B-126.....$45 hardcover/$28 softcover

The Colorful Streetcars We Rode
More than 100 color photos recall the by-gone days of streetcar operations in cities large and small throughout North America. Great coverage of streetcar types that populated Montreal, New York, Chicago, Kansas City and Los Angeles. Not forgotten are the smaller properties such as Atlantic City and Sacramento.
#B-125.....$45 hardcover/$28 softcover

SAVE A BUNDLE: Buy both ***A Rainbow of Traction*** and ***The Colorful Streetcars We Rode*** for just **$70** hardcover/**$45** softcover.

Illinois residents please add 8 3/4% (.0875) sales tax.
We pay the postage! Free book catalog available.

From Bullets to Bart
Author William Middleton takes a look at the changes that occurred in the electric railway industry from 1938 to 1988. From the debut of the high-speed Brill "Bullet" cars in Philadelphia, to the advent of modern rapid transit systems such as BART, this 176-page book is the record of North American electric traction old and new - from local streetcar and light rail operations to high speed intercity trains.
#B-127.....$35 hardcover

The "L" - The Development of Chicago's Rapid Transit System, 1888-1932
Author Bruce G. Moffat takes a look back at the formative years of Chicago's busiest railroad. Its all here: early steam operations, joint operations with other railroads, funeral and picnic trains, the Insull years, and the depression-induced bankruptcy of 1932. More than 400 rare photos and illustrations. 306 pages.
#B-131.....$55 hardcover

Central Electric Railfans' Association
P.O. Box 503, Chicago, IL 60690

UNION PACIFIC STEAM Arkansas was visited by steam during October 1996 when Union Pacific 844, along with the A-B-A E9 set, made a tour of the Ozarks. Destinations for 844 included Poplar Bluff, Little Rock and Bald Knob. The E9s pulled a Little Rock-Russelville round trip and ran to Branson, Mo., over the Missouri & North Arkansas. (See **page 50** for details about the return trip.)

The 1997 schedule for UP steam is beginning to take shape, with a couple of major trips on the drawing board. The big trip, planned for June 21-23, is a one-way trip from Denver to Salt Lake City via the Royal Gorge and Tennessee Pass as an in-bound trip for the NRHS Convention. The other major outing for UP steam will be the annual *Denver Post* trip for Cheyenne's Frontier Day.

The Central Coast Chapter NRHS will sponsor the three-day trip in June. This will probably be the last public passenger run between Pueblo and Minturn over 10,400-foot-high Tennessee Pass, as UP announced this past September that the historic former Denver & Rio Grande Western route will be closed in about 15 months. The trainset will be the UP excursion consist of coaches and dome cars. It will be powered by 844 if clearance studies are favorable. The E9 set will likely provide assistance. (Also see MARKERS.)

Sponsorship of the ambitious trip was offered to prominent UP trip sponsor Pacific Limited, but this group felt that the very high costs and short marketing time constituted too great a financial risk. However, Central Coast NRHS, one of the four Pacific Limited Group members, stepped in and accepted the challenge. Rail-only ticket prices will start in the $400 range. Central Coast will offer packages with hotels in Cañon City and Grand Junction, the tentative overnight stopping points. Several rail-oriented tour operators will be offering complete escorted packages, including transportation to and from the train. For more information on this "trip of the decade" contact the Central Coast Chapter NRHS, P.O. Box 434, Santa Clara, CA 95052-0434. A telephone reservation system, fax numbers and Internet site will be in operation shortly.

The other major steam outing will be on July 26 when 844, along with Centennial 6936, will power a round trip between Denver and Cheyenne for Frontier Day. If past history is an indicator, the train will ferry from Cheyenne to Denver on Thursday, July 24, operate the Saturday round trip and ferry back to Cheyenne on Sunday.

The former-Chicago & North Western F-units are in Cheyenne. While there are no immediate plans to restore them, UP definitely wants to hang on to them and is not entertaining any requests to sell or donate the units. And one final note — the Pacific Limited Group, which sponsored yearly trips on the UP for the last five years, will probably be disbanded with each of the four organizations sponsoring its own trips — HAL LEWIS.

AMTRAK's *Fast Mail* Train 12, headed toward New York City, crossed a swing-bridge over the Hackensack River in Secaucus, New Jersey, at 6:32 a.m. on Saturday, November 23, 1996, and encountered a rail defect. The rails at the end of the swing bridge are joined to the lands-side running rails through miter-joint frogs. The frogs on the bridge lift upward to clear their land-side counterparts, permitting the bridge to swing. Apparently a side-bar broke behind one of the bridge frogs, permitting it to shift forward and lower down on top of the land-side frog rather than interlocking with it. Since the frogs were *touching*, the signal circuits did not detect the defect. The vertical misalignment derailed two AEM7s, three passenger cars and one mail car. The train also sideswiped the passing southbound *Carolinian*.

The guard rail on the bridge kept the train from going into the Hackensack River, but at the end of the bridge, the locomotives went down the embankment into the marshland. There were no fatalities, and out of 108 people on board, only 34 were injured.

Ironically, the bridge had been inspected only one hour before the accident, and nothing was found to be defective. The accident has prompted authorities to inspect all of the approximately 200 movable bridges in service in the United States.

EMD "H-ENGINE" UPDATE We reported last month on the new EMD four-cycle 16V265H engine that will be used to upgrade the "convertible" SD90MAC's to 6000 horsepower. Our La Grange observer saw the new engine running in a well-muffled indoor test cell and noted its extremely smooth performance with no apparent four-cycle "rap" to the exhaust. Since then, the engine has been put into a locomotive and fired up on the outdoor engineering test stand, where he says that the operation is still very smooth but that the characteristic four-cycle "chug" is now evident, though it is deeper in tone and different from a GE engine.

GETTYSBURG RAILROAD SOLD RailAmerica, Inc., announced on November 19, 1996, that it acquired, through its wholly-owned subsidiary, Delaware Valley Railway Company, substantially all of the assets of the Gettysburg Railroad Company for a purchase price of approximately $1,075,000. The new Gettysburg Railroad will operate 23 miles of rail line in south central Pennsylvania between Gettysburg and Mount Holly Springs and will interchange freight traffic with both Conrail and CSX.

The acquisition of the assets of the Gettysburg Railroad brings to eleven the number of railroads now owned and operated by RailAmerica. The Gettysburg handles about 2,500 carloads per year consisting of agricultural commodities, canned goods, food and paper products, as well as chemicals. The addition of the Gettysburg line substantially strengthens RailAmerica's activity in Pennsylvania.

As part of the transaction, RailAmerica has also acquired Gettysburg's scenic rail tour business, which is to be managed by the company's newly-formed affiliate, Gettysburg Scenic Rail Tours. With two million tourists visiting the area each year, RailAmerica intends to actively pursue this opportunity to tap the growing interest in the Gettysburg National Battlefield, through which the line runs. Management expects the Gettysburg rail tour excursions to begin operation in the spring of 1997 with possibly one or both of Dakota Rail's ex-Milwaukee Road F7s (rebuilt F3s) that were moved from Minnesota to RA's Michigan lines (Saginaw Valley Railway and Huron & Eastern Railway) in August for repainting and refurbishing — TERRY DAVIS.

MEXICO'S *FERROCARRIL DEL NORESTE* IN NEW HANDS *Transportacion Maritima Mexicana, S.A. de C.V.* (TMM), Latin America's largest integrated transportation company and Kansas City Southern Industries, Inc., owner of Kansas City Southern Railway, announced on December 6, 1996, that their joint venture, *Transportacion Ferroviaria Mexicana* (TFM), has been awarded by the Mexican government the concession to operate Mexico's *Ferrocarril del Noreste* (Northeast Railway). The concession provides for the operation of the Northeast Railway for 50 years, with the option of an additional 50-year extension.

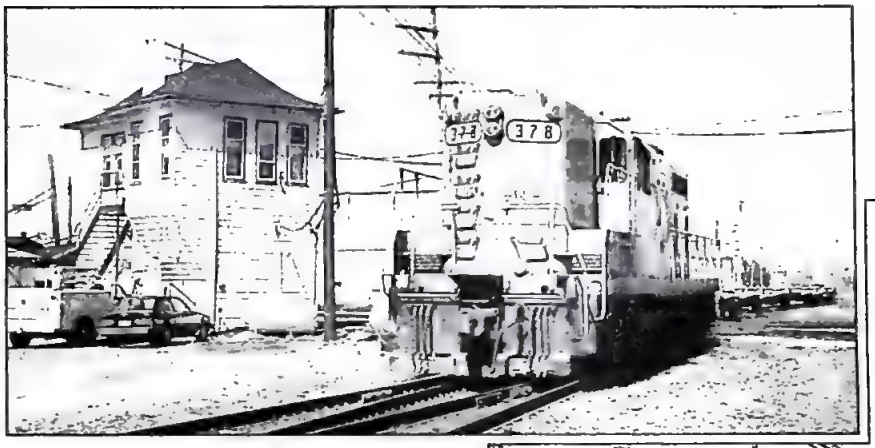
The Northeast Railway is a strategically important rail link to Mexico and the NAFTA corridor. The line is responsible for transporting over 40% of the country's rail cargo on 19% of Mexico's rail track and is strategically located next to primary north/south truck lanes. The Northeast Railway (reporting marks FdN) links directly Mexico City and Monterry as well as Guadalajara through trackage rights with the ports of Lazaro Cardenas, Veracruz, Tampico and the cities of Matamoros and Nuevo Laredo on the U.S.-Mexican border. As a result of TFM's ownership, the Northeast Railway will connect in Laredo, Texas, to the Union Pacific and the Texas-Mexican Railway, which in turn, links to Kansas City Southern and other major rail carriers throughout the U.S. This will position the Northeast Railway, TFM, TMM and KCSI to immediately become major participants in and beneficiaries of the growing movements of goods both in Mexico and under NAFTA.

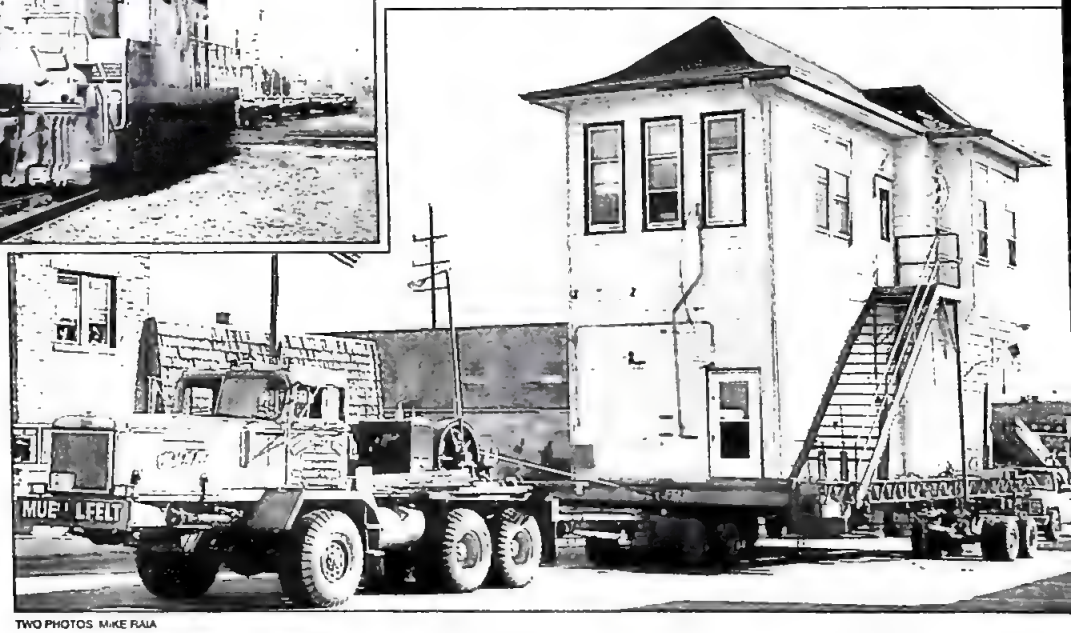
Kansas City Southern Industries also plans to buy the Gateway Western Railway, a Class II rail carrier with operations between Kansas City and East St. Louis and Springfield, Ill., and haulage rights between Springfield and Chicago. The KCS has been looking for ways to increase revenues in the wake of recent mega-mergers in the rail industry that could hurt the smaller Kansas City based railroad. Terms of the privately held company were not disclosed, but Kansas City Southern said Gateway Western should add more than $40 million in annual revenues to KCS — JIM ASPLUND.

KANSAS CITY SOUTHERN BUSINESS TRAIN In classic KCS passenger livery, A-B-A F9s Nos. 1, 3 and 4 powered a three car business train which was run to help promote a ⅛-cent bi-state sales tax. The proposed tax represents a cooperative effort between Kansas and Missouri to help raise the estimated $118 million

MIKE DEL VECCHIO

AMTRAK's *FAST MAIL* derailed in the New Jersey meadows at 6:32 a.m. on November 23, 1996, after hitting a mis-aligned miter-rail joint on a swing bridge over the Hackensack River. The train then sideswiped the southbound *Carolinian*. The *Fast Mail* stayed upright while crossing the bridge, then fell off the right-of-way into a marsh. Of 108 passengers on board, 34 were injured. Later that day **(above)** a southbound train passed the clean-up.





SOO LINE TOWER B-12, at the junction of the Soo and Milwaukee in Franklin Park, Illinois, was moved from the tracks to a new site downtown on November 11, 1996. It traversed the streets behind a truck **(right)**. Back in its active days, Soo GP7 378 trundled past the structure in April 1994 **(above)**. B-12 is the oldest building in Franklin Park.

UNION PACIFIC STEAM visited the Arkansas Ozarks in October 1996. Northern 844 powered trips to Poplar Bluff, Little Rock and Bald Knob, while the E9s visited Russelville and Branson, Missouri. The black 844 was racing in the rain at Bald Knob on October 27 **(below)**.

TWO PHOTOS MIKE RAIA

LARRY R. STILES

needed to restore Kansas City Union Station. The facility, built in 1914, is owned by the Union Station Assistance Corporation, a not-for-profit, non-government entity. This organization, once the refurbishing is complete, will be comprised of business leaders from both sides of the state line and will run KCUS.

The station's main hall will be fully restored and free to the public. One of the attractions planned is a Harvey House-style restaurant. Union Station will also become home to Science City, a hands-on science center featuring interactive displays — JIM ASPLUND.

SOO LINE 2-8-2 1003 Mikado 1003 made its first run under load since 1954 on November 10, 1996. The locomotive, built by Alco in 1913, was long displayed in Superior, Wisconsin, and was purchased from the City of Superior by the Wisconsin Railway Preservation Trust in 1994. The WRPT restored it with the help of steam expert Gary Bensman's Diversified Rail Services. Break-in runs (**page 3**) were made on November 10 and 12, 1996, from Duluth to Two Harbors on the ex-DM&IR North Shore Scenic Railroad, now operated by the Lake Superior Museum of Transportation. Great Northern SD45 400, owned by the GN Historical Society and operated by the museum, provided dynamic braking power to simulate the tonnage of a train and serve as a pilot on the return trip — STEVE GLISCHINSKI.

ARIZONA & CALIFORNIA Five GP30s from the Ohio Central Railroad (Nos. 3001-3005) are now on the Arizona & California Railroad, and all have been repainted into the A&C's attractive green with white stripe livery (**page 66**). Unfortunately, soon after their arrival, 3001, 3003 and 3005 were involved in an accident and taken out of service. The 3001 and 3003 were shopped out for repairs, while work on the 3005 was accomplished in-house.

The Arizona & California provides freight and container service from a connection with the Santa Fe (BNSF) at Cadiz, California, to Matthie, Arizona, 190 miles, then via trackage rights over BNSF from Matthie to Phoenix, another 57 miles. A branch line runs from Rice through Blythe to Ripley, Calif., 50 miles.

THE FALLS ROAD RAILROAD On November 4, 1996, the Genessee Valley Transportation-owned Falls Road Railroad Company purchased from Conrail and began operation of 46 miles of ex-New York Central "Falls Road" trackage from Lockport to Brockport, N.Y. Interchange is with Conrail at Lockport.

Operations consist of a round trip from Lockport to Brockport on Monday/Wednesday/Friday. For the time being, MLW RS18 1801 is the power for the line (**page 66**). Soon ex-Central Vermont RS11 3600, renumbered to 1802, will be placed on the Falls Road and will wear the new grey and yellow livery that RS18 1804 already has. GVT picked up 21 customers in this acquisition.

The ex-NYC Falls Road still exists between Niagra Falls, N.Y., and Lockport and is run by Conrail. West of the interchange yard in Lockport, the Somerset Railroad branches off. The Somerset is owned by New York State Electric & Gas and operated by Conrail; traffic is coal in unit trains and limestone. The Falls Road east of Brockport into Rochester was ripped up by Conrail in late 1983.

GVT also purchased the former Lehigh Valley yard in Niagra Falls, N.Y. It is located on the north side of Conrail's Falls Road and the Conrail Niagra Falls Yard and is just east of the Amtrak depot. This yard has sat idle for 20 years and will be developed to attract new customers at that location — PETE SWANSON.

NORTH CAROLINA PORTS RAILWAY Former Yankeetown Docks Fairbanks-Morse H12-44s Nos. 1, 2 and 3, and the former Tennessee Valley Authority H12-44 No.22 (**page 66**) have been purchased by the North Carolina Ports Railway. The NCPR is having the 1 and 2 rebuilt at the Pickens Railroad shop in Pickens, South Carolina. Rebuilding of the units is being carried out by the Chattahoochee Industrial Railroad, which now owns the short line Pickens Railroad.

The prime movers are being rebuilt by none other than Fairbanks-Morse, just as the ones out of NCPR former Army H12-44s 1852 and 1860 were (FM still builds and rebuilds opposed-piston diesels for marine applications). The number 1 will be renumbered 1801, while the 2 will become 1802. The number 3 was purchased for parts only, as it was beyond any practical repair. Former TVA 22 was being used by the American Milling Company in Cahokia, Ill., when it was badly burned out all the way down to the frame; it may possibly be rebuilt into a slug. The H12-44s restored to service will wear the Imron yellow NCPR livery that was inspired by the old Pittsburgh & West Virginia (July 1996 R&R) — BILL TAYLOR.

MIDDLETOWN & HUMMELSTOWN 1016 The second-to-last Alco T6 switcher constructed (**page 66**) has a new home on the Middletown & Hummelstown Railroad near Harrisburg, Pennsylvania. Number 1016 (former Newburgh & South Shore 1016), formerly worked out of Poland Mines, Pennsylvania, for the Marta Track Company. She had been stored at Poland Mines for the last decade before being brought to the "Milk & Honey Line." Also working for Marta was the 1017, the very last Alco T6 ever built (both the 1016 and 1017 were built in January 1969).

The 1016 was repainted by Brian Bachman and Bob Kellner of the M&H at their Middletown shops and bears a herald modeled after the original N&SS one she originally wore. At this time, the little "Alc" is limited to freight duty over only part of the M&H, as the 80-pound rail on portions of the line is too light for the engine.

The Middletown & Hummelstown operates seven miles between its namesake towns and connects with Conrail at both ends. The former Pennsylvania Railroad main line is the connection on the south end, while the former Reading main line is on the north end. The original track was built by the M&H in 1890 and absorbed by the Philadelphia & Reading. It eventually became the Reading Company's Middletown branch and came under the control of a private operator from the Midwest in 1976 — KERMIT E. GEARY, JR.

MISSOURI & NORTHERN ARKANSAS NW2 No.8 Four locomotives, former Austin & North Western NW2 No.8, Kansas City Terminal SW1200 No.75 and Northeast Kansas & Missouri Division of the Mid-Michigan Railroad chopped-nose GP7s 2210 and 2167, have all been transferred to the Missouri & Northern Arkansas Railroad which operates a former Missouri Pacific line from Pleasant Hill, Missouri, to Diaz Junction, Arkansas. The M&NA, NK&M and A&NW are all owned and operated by RailTex.

Number 8 (**page 66**) is very unusual in that it was built for Phelps-Dodge in 1942 and was later rebuilt by Morrison-Knudsen with dynamic brakes along with new 26L airbrake equipment, Flexcoil trucks and upgraded electrical components. The M&NA does not plan to repaint the unit but does plan to make many internal improvements for crew comfort and communications. It really doesn't look like one of the oldest EMD switchers still in service!

MISSISSIPPI CENTRAL 4-4-0 98 On December 7, 1996, a mixed train was run over the Wilmington & Western for night photographers. The power for the train was W&W's classic 4-4-0 98, which was given a make-over to appear the way it looked in the 1930s when it worked for the Mississippi Central. Changes to the locomotive included centering the headlight, adding a newly fabricated MSC number plate, putting white striping on the tender wheels and changing the lettering with magnetic nameboards and masks. The locomotive also ran with two bells, one on the pilot and one over the smokebox door, just as it did on the Mississippi Central.

The trip was organized by W&W volunteer Tom Gears, who also handled most of the cosmetic changes. Interestingly, the locomotive crew was a husband-and-wife team, with Dave Jenson at the throttle and Peggy Jenson as the firepersom. All day before the trip a heavy downpour soaked northern Delaware, and the first two of the six night scenes were shot in steady rain (**page 64**). This deluge didn't dampen the enthusiasm of the photographers. W&W employees Bob Taylor and Ed Feathers worked with Tom Gears to change photo stops based on ground conditions and the result was a productive and safe trip.

Evan Stauffer, general manager of the W&W, allowed Mississippi Central 98 to retain its backdated appearance for the final two weekends of the tourist road's operating season. The locomotive will undergo its federally-mandated five-year inspection over the winter to ensure a safe and efficient 1997 operating season. Current plans call for it to reappear next spring as "Wilmington & Western 98" with the headlight returned to the top of the smokebox and only the pilot-mounted bell, but a repeat of the Mississippi Central mixed train, complete with another make-over, is planned for the spring. Watch TIMETABLE for details.

NEVADA NORTHERN 4-6-0 40 headed a photographers special north on the "Hiline" route on November 9, 1996. Also used was 2-8-0 93, with the two steamers pulling various passenger and freight consists.

A CATENARY CLEARANCE test train passed through Stamford, Conn., on August 9, 1996 (**below**). ConnDOT GP40PH-2 6694, used in Shore Line East service, made a rare appearance west of New Haven.

KODACHROMES, ABOVE, J.W. SWANBERG / TOP, MICHAEL BIEHN

THE SPIRIT OF TENNESSEE E-units, finished with their work on the *Tennessee 200* Bicentennial celebration, have had Louisville & Nashville heralds applied on their noses and entered excursion service. E9A 1996 (originally CB&Q 9988B) led E8A 1796 (originally PRR 5794) with a Tennessee Central Railway Museum excursion between Nashville and Watertown on December 7, 1996. The train passed through Mount Juliet heading east (**right**). The two units are privately owned.

TENNESSEE SOUTHERN GP30 2558 (formerly Southern 2558) pulled a Santa Claus special at Columbia, Tennessee, on December 7, 1996. The trips operated between Mount Pleasant and Linnville. The high-hooded unit is one of three GP30s purchased by Tennessee Southern in 1992.

ABOVE and BELOW KODACHROMES: ALAN MILLER

RAILFAN & RAILROAD

by Mike Del Vecchio

THE NIGHT is cool and clear on October 26, 1996, and the harvest moon is full. C&O 4-8-4 614 is simmering quietly in Hoboken, New Jersey, beside the ancient and ancient-looking m.u. shed. A few crew members in 614 uniforms are milling about, doing various chores. Everything seems organized, even the cycling of the thick black smoke plume that comes and goes with the blower and injector as two people on the far side of the locomotive are cleaning the ashpan. A night hostler is taking care of things in the cab. It is quiet, except for the light metal banging of the rakes pulling out the ashes and the sound of the dynamo keeping the headlight burning. We're in New Jersey Transit's former-Delaware, Lackawanna & Western passenger engine terminal as 614's crew is preparing for tomorrow's 180-mile round trip to Port Jervis, New York; the last of six such trips that already have become the biggest steam event in the East since the 1977 *American Freedom Train* and the 1988 NRHS Convention.

The fact that 614 is in Hoboken is quite remarkable, considering she hasn't run any distance in more than ten years — since the January 1985 coal train tests in West Virginia's New River Gorge to gather data in an attempt to design a contemporary coal-burning locomotive.

But tonight 614 is hot, and its crew just got the nod from Hoboken terminal superintendent David Morgan to make a turn on the wye at West End. With a wave from engineer Chris Bost, I climb aboard to take the midnight ride. This was once the home of a fleet of fine 4-8-4s — Poconos to those who ran 'em — so this ride is going to be a treat for this student of the Lackawanna.

Chris watches for hand signals from the ground and slowly opens the throttle. We're moving east toward the terminal tower as an NJ Transit conductor gets on with an off-duty operator who has never seen a steam locomotive up close. Reversing direction, we back through the mile-long Bergen Tunnel to West End and turn on the wye. Now facing west for tomorrow's run, we again back through the tunnel, returning to the terminal. I stay with 614 as her crew does some switching to rearrange the 27-car excursion consist and then as they move down to Track 18 in the station so the public can tour her cab before departure time. Track 18 is my favorite in the passenger terminal, because there is no catenary wire over it and the Manhattan skyline is in plain view. It makes a great picture.

This was my intimate night with 614, and the moonlit forward view of a smoking boiler passing many familiar Lackawanna landmarks is now indelible.

IN NJ TRANSIT'S HOBOKEN engine terminal, C&O 614 simmers next to the m.u. shed on October 26, 1996, just before midnight, prior to being turned for the next day's westbound trip to Port Jervis, where it made a spectacular runby (**opposite**) before a grandstand crowd.

But one of the most impressive aspects of this night is the crew — I know them all, but in association with a catalog Baldwin 2-8-0, not a state-of-the-art Lima 4-8-4. These are the boys from the tiny New Hope & Ivyland, and they are taking care of the 614 like it's second nature. They look as professional as any of today's main line steam teams. The 614 over the past decade has taken quite a few remarkable and unexpected turns — and now the FRA "annual inspection card" in the cab clearly says "New Hope & Ivyland No.614."

Since the coal trains, the people

To understand what happened to 614 we should first look at the people involved, beginning with 614's caretaker, Ross E. Rowland, Jr. A successful New York commodities broker in the 1960s, Ross founded the High Iron Company, which leased and restored Steamtown's Nickel Plate Road 2-8-4 759 and ran it around the Northeast between 1966 and 1973 on 36 very successful excursions, including the remarkable Golden Spike Centennial Limited of 1969 when the 759 and Union Pacific diesels powered an excursion from New York to Salt Lake City to celebrate the centennial of the driving of the golden spike on the transcontinental railroad in 1869.

Recognizing the nation's upcoming 1976 bicentennial as an opportunity to put railroading back into the nation's consciousness, Ross originated and became one of the prime movers behind the *American Freedom Train* of 1976 and 1977 — an effort that included the incredible 31-day restoration of Reading T1 4-8-4 2101 to pull the AFT in the East, where the "official" *Freedom Train* locomotive, Southern Pacific *Daylight* 4-8-4 4449 faced too many clearance restrictions.

With the triumphant conclusion of

New Hope for C&O 614

the *American Freedom Train*, the 2101 headed up two seasons of the *Chessie Steam Special* excursions celebrating the Baltimore & Ohio's 150th birthday. On March 17, 1979, the 2101 was seriously damaged in a fire at the Silver Grove, Kentucky, roundhouse. Although the railroad was not legally responsible for the 2101, Chessie president Hays Watkins offered to trade the 614 out of the B&O Museum in Baltimore to Ross in exchange for the 2101 cosmetically restored to her *American Freedom Train* No.1 livery.

Ross financed the restoration of 614 (said to be more than a $1 million initial overhaul), and Chessie used it to pull a series of *Chessie Safety Express* excursions around the system in 1980 and '81 to promote grade crossing safety through Operation Lifesaver.

Around 1980, in response to rising prices of foreign oil, Ross put together a design team to use computer-age technology to create a modern coal-burning steam locomotive. The resulting "ACE 3000" had the backing of Chessie, Burlington Northern and boiler-manufacturer Foster-Wheeler and showed some serious potential. To gain a data base for computer testing and evaluation (and considerable public and political exposure in coal-sensitive Appalachia), the 614 pulled coal trains through New River Gorge between Huntington and Hinton, W.Va., for the entire freezing month of January 1985 — and never missed a trip!

The ACE 3000 project fizzled after the oil prices dropped, and the 614 was moved to the Hagerstown roundhouse next to Reading 4-8-4 2100, which Ross had purchased for parts with the 2101 in 1975 from the Striegel scrap metal yard in Baltimore, Maryland.

The 614 and 2100 stayed in Hagerstown for a while, until the desire of CSX to tear the building down forced the two engines out on their own. B&O Railroad Museum curator John Hankey offered the 614 an inexpensive home, provided it could be on public display. Done. (The 2100 was moved to the Wheeling & Lake Erie shops in Brewster, Ohio, and has since gone to the Ohio Central.)

About this time, precious metals futures trading been quiet for a few years, and Ross left the trading pits of New York and moved to Chicago, where he joined the Chicago Mercantile Exchange and again started his own brokerage firm. In 1990, at age 50 (nearly twice the median age of the other Chicago floor traders), he retired from the futures business and returned to his home state of New Jersey to pursue steam railroading on a full time basis.

One of the problems with the futures business is the pressure and an atmosphere that rewards social drinking. As a result, Ross had long been known as a two-fisted drinker, and that caused problems in the ralroad environment. With his retirement from trading and the move back to New Jersey, he came to grips with the problem and swore off alcohol for good — and he's been sober ever since.

The 614 goes to Alberta

After his success with the *Golden Spike Centennial Limited* and the *American Freedom Train*, Ross recognized the approaching turn of the century as an opportunity for another patriotic steam-powered rail venture. In 1990 he teamed up with video producer Ralph Weissinger to incorporate the *21st Century Limited*, a touring exhibition based on the *Freedom Train* format that would carry a train-load of displays highlighting the history of the 20th Century.

As envisioned, the *21st Century Limited* would cost over $50 million to build, and the plan was to spread that among seven corporate sponsors. The concept was sound, and Chrysler Corporation signed on, while other equally big names lined up.

TWO KODACHROMES: MIKE DEL VECCHIO

KODACHROME (ABOVE) AND FUJI VELVIA (BELOW) MIKE DEL VECCHIO

Watch the New Hope

It's no secret that the mechanical success of the 614 this fall was largely due to Paul Nichini (see MARKERS) and the shop people at the New Hope & Ivyland. With 614 now under his belt, CMO Rich Carter (long time veteran of Cass Scenic Railroad) is now turning his attention to keeping 2-8-0 No.40 in top shape and also toward getting National Railways of Mexico 4-8-4 3028 into service. The NH&I leased the lanky Alco from the Great North Eastern Railroad Foundation for 15 years and plans to use the 4-8-4 sparingly as a second locomotive to fill in for the 40 during servicing. How about taking the NdeM 4-8-4 off-line? Nichini says, "If an opportunity presents itself, sure. But that's not our number one priority."

The 3028 had run under her own power to the American border when first purchased in the early 1960s and was stored inside the D&H's Colonie (N.Y.) shops for the last 30 years. The NH&I hydrostatically tested the boiler, identified the problem areas and are going to replace all of the tubes. "If all goes well and the money's there," Paul says, "3028 could be running in 1998."

Why the 3028? Paul quipped, "Try and find a steam locomotive near here in reasonable shape that isn't already in service! There aren't any . . . we'll do real well with 3028."

If you're in the area, stop by the quaint town of New Hope, Penna., and take the 50-minute trip behind 2-8-0 No.40 (steam runs weekends even in the winter). The sound and cinders during the four-mile uphill climb to Lahaska are worthy of a much bigger engine.

HEW HOPE & IVYLAND had 614 on display **(above)** on April 11, 1996, as 2-8-0 40 handled the passenger train. The 40 was in the shop with NdeM 4-8-4 3028 **(left)** on November 29. The 614 was steaming out of Hoboken on the dreary morning **(opposite)** of October 13.

The 614's big day with the *21st Century Limited* came at the B&O Railroad Museum on November 12, 1992, when the crew applied Wabash-style plywood streamstyling along 614's flanks for a press roll-out. The day was rainy and cold, but the engine was hot and the media got their photos of a live engine.

But the economy was faltering, and some internal management disagreement resulted in the loss of corporate support. During the project, Ross had sold the 614 to good friend and private investor Alberta Reath. The 614 remained in Baltimore, but under new ownership.

Meanwhile, back in Jersey

In 1994 Ross was selected for a seat on New Jersey Governor Christie Whitman's Museum Study Commission to help select a site for the proposed railroad and transportation museum. With that as a cause, he began actively pursuing getting 614 back on the road.

Also in 1994, via Scott Lindsay of the Norfolk Southern steam program, he met Paul Nichini (n'KEE-nee), who was then vice president of the New Hope & Ivyland in eastern Pennsylvania, and who was also an alumni of the NS steam program. The two of them hit it off, and it wasn't long before Paul got the grand tour of 614 at the B&O Museum, and Ross qualified as a licensed steam locomotive engineer for the NH&I. He studied hard and made his student trips like a true professional, He became an employee of the NH&I, putting in several trips with 2-8-0 No.40

on the hilly four-and-a-half-mile run.

Meanwhile, Ross's wheels were turning to come up with ways to get 614 on the road again. An idea from several sources was to convince NJ Transit to run a series of round trips over the old Erie main line between Hoboken, N.J., and Port Jervis, N.Y.

It took some selling, but eventually NJ Transit agreed to give the trips a try: a total of six excursions on the last three weekends in October 1996. The proceeds would go toward the railroad and transportation museum effort in New Jersey. By this time it was March 1996, and lots of marketing and organization had to be done before the first trips would roll. Besides, the 614 was a long way from running, and a long way from Hoboken.

course, the 614 was not the first 4-8-4 to show up at New Hope, as the National Railways of Mexico "*Niagra*" 3028, a lightweight 1946 Alco, was undergoing restoration for use on the NH&I itself.

With NdeM 3028 already occupying the shop, Ross's massive C&O 4-8-4 was put on display outside the tiny New Hope depot, and several media events were held there to announce various aspects of the upcoming operations. Paul Nichini, now president of the NH&I, knew that 614 would be a worthwhile contract rebuild project for his shop team of Rich Carter, Eric Hessler and Bruce Saylor, and with the commitment of the fall trips Ross was able to raise the necessary money to cover costs and rally others to help where they could.

New Hope part-timer Frank Vopasek

chime whistle was added, and the 614 was lettered CHESAPEAKE & OHIO for the first time since her 1980 restoration.

In the autumn of 1995 Ross and Paul formed Iron Horse Enterprises, a company whose purpose is the long term care and feeding of 614. One of the first acts of the new company was to enter into an agreement with Alberta Reath to acquire the 614 outright.

The 614 was test fired on August 27, 1996, and a couple of short-and-sweet break-in runs were made on the NH&I before the move to New Jersey. Ross had leased the old m.u. shed in Hoboken as a shop-away-from-home, and between September 14 and 15, with just a few weeks to spare, the 614 made the trip to the town that Frank Sinatra (and 50 Lackawanna Poconos) called home.

KODACHROME: KERMIT GEARY, JR.

Baltimore to New Hope

After the brief steaming for the *21st Century Limited* press party, the 614 remained at the B&O Museum until mid-1995, when Paul Nichini could provide 614 with a new home on the New Hope & Ivyland, along with a capable shop and mechanical team and a host of new business possibilities.

Railfan rumors were rampant in August 1995 when the 614 was towed dead to New Hope, complete with lots of speculation about it crashing through any of the bridges on the New Hope line. Well, the bridges on the Reading Company's branch are amazingly over-built, and while the bleached and worn timbers on the straight deck bridge at Rushland creaked in protest, the curved and well-maintained "Perils of Pauline" bridge in New Hope handled the 614 without signs of undue stress. Of

teaches a stationary engineering class at Bergen County Vocational-Technical High School in Teaneck, N.J., and he made the 614 a class project. Frank's class would come down and do real work on the 614, such as scraping and needle-scaling the smokebox innards and the tender's coal bunker. Frank's class would also take small assemblies back to school for rebuilding.

In spite of running recently, the 614 did require significant work. The roller bearings on the crosshead and several of the side rod pins were rebuilt with the help of the Timken Corporation which, by the way, will be 100 years old in 1998. Other work included replacement of several superheater units and a few crown staybolts. Some appliances required a going over, and the cab was fitted entirely with new plumbing to her historic configuration. A Reading passenger

The dry run

Part of the arrangement of the NJ Transit excursions was that a September 21st "dress rehearsal" be run over the excursion route. This outing would be used as a press trip so that the media could experience the 614 and gain valuable video and still photos for the last-minute publicity blitz.

The trip turned out to be an excellent bit of planning. The train departed two hours late due to an unexpected air-brake incompatibility between the NJ Transit coaches and Rowland's tool cars, and the photo runbys at Waldwick were found to be impractical. These would have been disasters had they occurred on the first revenue trip.

The town of Port Jervis restored the 115-foot Erie turntable there, and a local freelance bulldozer did the honors of turning the 614 — the first steam

locomotive to ride that table since Erie quit running steam in 1953. The turntable's electric motors should be serviceable by mid-1997.

While Paul Nichini was the engineer on the westbound trip in the morning, Ross ran it for a photo runby at Port Jervis and on the eastbound trip home. The train was authorized 70 m.p.h., and there was no question that this was a fast trip. But four miles short of Hoboken in the meadows, the train came to an unscheduled halt, and there was a flurry of activity. The water in the tender had gotten low enough for its sloshing to make the injectors act peculiarly For some reason, they weren't getting any water from the auxiliary tender. Although the 614 could have easily operated the rest of the way by reducing the throttle and stroke, the decision was made to drop the fire and let the protect diesels haul the train on into Hoboken. It turns out that during the CSX excursion days the 614's crew had installed a one-way check valve on the auxiliary tender to prevent water from flowing back into it when climbing grades. At Port Jervis the engine and tender were turned but not the auxiliary, and they were coupled to the wrong side of the check valve. Both the check valve and the air brake problems were fixed before the October excursions.

The October trips

With the operation debugged on the "dry run" (pun intended), all six revenue excursions ran flawlessly and on time. Most importantly — promoted heavily, priced and planned to appeal to families and non-railfans — all six trips sold

FUJI VELVIA, MIKE DEL VECCHIO

A HELICOPTER PROVIDED these unique views of the 614 crossing the magnificent Moodna Viaduct (**above** and **opposite top**) on eastbound October 26 run. The next day the 614 carried an N&W Class A "hoot" whistle in honor of photographer O. Winston Link (**below**, at left at Port Jervis with Ross Rowland and 614 owner Alberta Reath). Ross was at the throttle (**opposite inset**) when they departed Port Jervis. On the October 12 westbound trip (**bottom**), the 614 met a freight with a CP SD40-2 at Howells, New York.

KODACHROME, STEVE BARRY

KODACHROME, KERMIT GEARY, JR.

FUJI VELVIA MIKE DEL VECCHIO

KODACHROME STEVE BARRY

out. The only evident miscue occurred during the first weekend when coal ran a little short due to a vendor shortage and a miscalculation owing to the difference between the five-car dry run and the 26-car excursion consist. But the crowd didn't get shorted in performance, as the 614 ran unassisted to Port Jervis, performed all the runbys and handled the climb east out of Port Jervis — the protect diesel coupled on for the downhill 80 miles to the meadowlands, where they uncoupled to let the 614 pull the train into the terminal.

These were not good "chaser's" trips, since there's no safe way to catch the train at more than two spots in each direction — the roads don't follow the tracks. But with six runs, even the chasers could get plenty of action and still ride at least one trip.

Paul Nichini was the westbound engineer for each trip, while Ross did the honors on the photo runbys and the eastbound run. And there's no question that Ross is quite the ham hogger, as he's an expert at getting a locomotive to perform for a crowd and the cameras.

Local police estimates had the crowds at between 10,000 and 20,000 people in Port Jervis, depending on the weather (it rained only one day), and the well-behaved on-lookers formed a nearly mile-long photo line. At least three high-speed runbys were performed at Port Jervis for each trip, so even the most casual of riders got a breath-taking look at the locomotive in action. A total of 7277 tickets were sold, grossing more than a half-million dollars (who says steam trips aren't big business?).

The NJ Transit team

One of the more intriguing side effects of the project was the teamwork among the NJ Transit people associated with them trips and between NJT and the steam crews. I talked to several NJT managers after the trips, and they universally called the venture "a real team effort."

Possibly the most impressed of all of the NJT people was road foreman of engines Jimmy Gee, a ten-year veteran of the Burlington Northern who had never seen more than just a photo of a steam locomotive. "When I saw that first runby in Port Jervis," Jimmy recalled, "I was completely impressed. I was witnessing a machine that built America."

The last Saturday trip was followed by two helicopters, one chartered by official videographer Marc Balkin (see RAILROADIANA), and the other by Georgia photographer Bob Lyndall — the latter invited me to take the ride with him. Since all we wanted was a still photo of the train on the lofty Moodna Viaduct, we sat just off the south side of the bridge, waving to the locomotive crew and passengers as the train passed at eye level just a few hundred feet away. "That was the first roll-by I ever got from a helicopter," Jimmy Gee jokingly recalled later.

614's future

With a very fruitful 1996 now behind them, Ross Rowland and Paul Nichini are putting together a future for the 614 and Iron Horse Enterprises. While virtually everyone at NJT associated with the October outings would like to see more steam trips, nothing is yet firm, though there is optimism toward a spring operation, possibly connected with NJT's Hoboken Festival in May. Watch TIMETABLE and our news pages for developments.

Meanwhile, 614 moved on October 29 to Rowland's siding near his office at the former-CNJ depot in Lebanon, N.J., where it sits well winterized with the Iron Horse tool cars and excursion coaches. Ross is quite happy with the results of the fall trips and is exploring options for future operations.

ALL KODACHROMES BRUCE KELLY

GRAIN TRAIN G23WM was entering the double track territory at Summit interlocking **(above)** at 10:19 a.m. on October 12, 1996. Four new Dash 9-44CW's (1001, 1008, 996 and 992) had two SD40-2's shoving on the rear of the 106-car, 13,788-ton train. In spite of the name, the actual crest of Marias Pass is about a mile ahead. The reverse curves at Milepost 1147 **(opposite)** between Summit and Bison add resistance to Train 17 at 12:37 p.m. on October 13, 1996, powered by LMX B39-8 8565 and BN SD40-2 6356.

MUCH HAS CHANGED at Marias Pass since R&R paid its feature-length visit in the December 1988 issue. During the last eight years, the scenic, former-Great Northern crossing of the Montana Rockies has undergone a major track modernization, the railroad name has changed to Burlington Northern Santa Fe, and even the area's most famed establishment — the Izaak Walton Hotel — has been totally revamped. Most apparent, though, are the new locomotives now tackling its grades, wearing everything from the Santa Fe warbonnet to a contemporary version of the old GN livery.

GE's wearing GN colors aren't the only thing that's new.

Eight years since my last Marias adventure, I finally got back for a fresh look during October 11-13, 1996. The trip was timed so I could take part in the Alta-Mont 16th Annual Railfan Weekend, a popular gathering hosted every fall at the Izaak Walton by railfans Richard Yaremko of Alberta and Larry Zeutschel of Montana. Both Friday and Saturday evening, about 60 participants, some from as far away as New York, Oklahoma and California, crammed into the hotel's "Signal Room" for slide shows and an endless supply of soft drinks. Then, daytime on Saturday and Sunday, everybody went off in pursuit of trains east and west of Essex. High on each railfan's list were the "pumpkins." No, not the orange gourds scattered about the Izaak Walton in honor of the approaching Halloween and harvest season celebrations, but rather the new Dash 9-44CW's wearing BNSF's equally new pumpkin-colored paint scheme.

Autumn weather in the Montana Rockies is tough to predict in advance. Some years, the second week of October sees Marias covered in snow and blasted by sub-zero wind chills. Other times, it's been sunny and in the 70s. This year, it was somewhere pleasantly in between.

Southern Californian Dave Busse was most conspicuous wearing his down jacket and ski gloves — in balmy 50-degree weather. Seeing Busse, and the occasional red and silver or blue and yellow Santa Fe unit, also reminded me of my old stomping grounds in the Golden State and brought me to the startling realization that Marias and Cajon are now on the *same railroad*!

Marias Pass Revisited

by Bruce Kelly

Rocky's colors return

The BNSF's new Dash 9-44CW's had only been in revenue service a few weeks, but their being based out of Havre, Montana, and frequently applied to unit grain trains guaranteed that we'd see at least a few of the colorful GE supercabs on Marias. I hadn't been too impressed with the new orange and dark green paint scheme when photos of it first appeared in print. That nose herald in particular looked like some out-dated piece of art thrown together by a rail preservation group to adorn the drumhead on their next steam excursion. I'd occasionally caught sight of the new units from the back deck of my home outside Coeur d'Alene, Idaho, their orange standing out vividly on the BNSF main line less than two miles away. But my first encounter with them up-close-and-personal was at Marias. After seeing the Dash-9s in their proper environment, hustling tonnage over the Two Medicine River Bridge and up the west slope's 1.8% and across the high valley at the 5213-foot summit, I'm now sold on the new livery — and to some extent on that old-fashioned nose herald, as well. It's truly one of the sharpest paint schemes in modern railroading, and it even solves the public safety issue that

WITH TWO SD40-2s helpers tied on the rear, a mile-long at Java West, new dash-9-40CW's 991 and 992 are on intermodal train 8 as it hits the 1.8% grade at Java East at 5:30 p.m. on October 12, 1996, bound for the Marias summit.

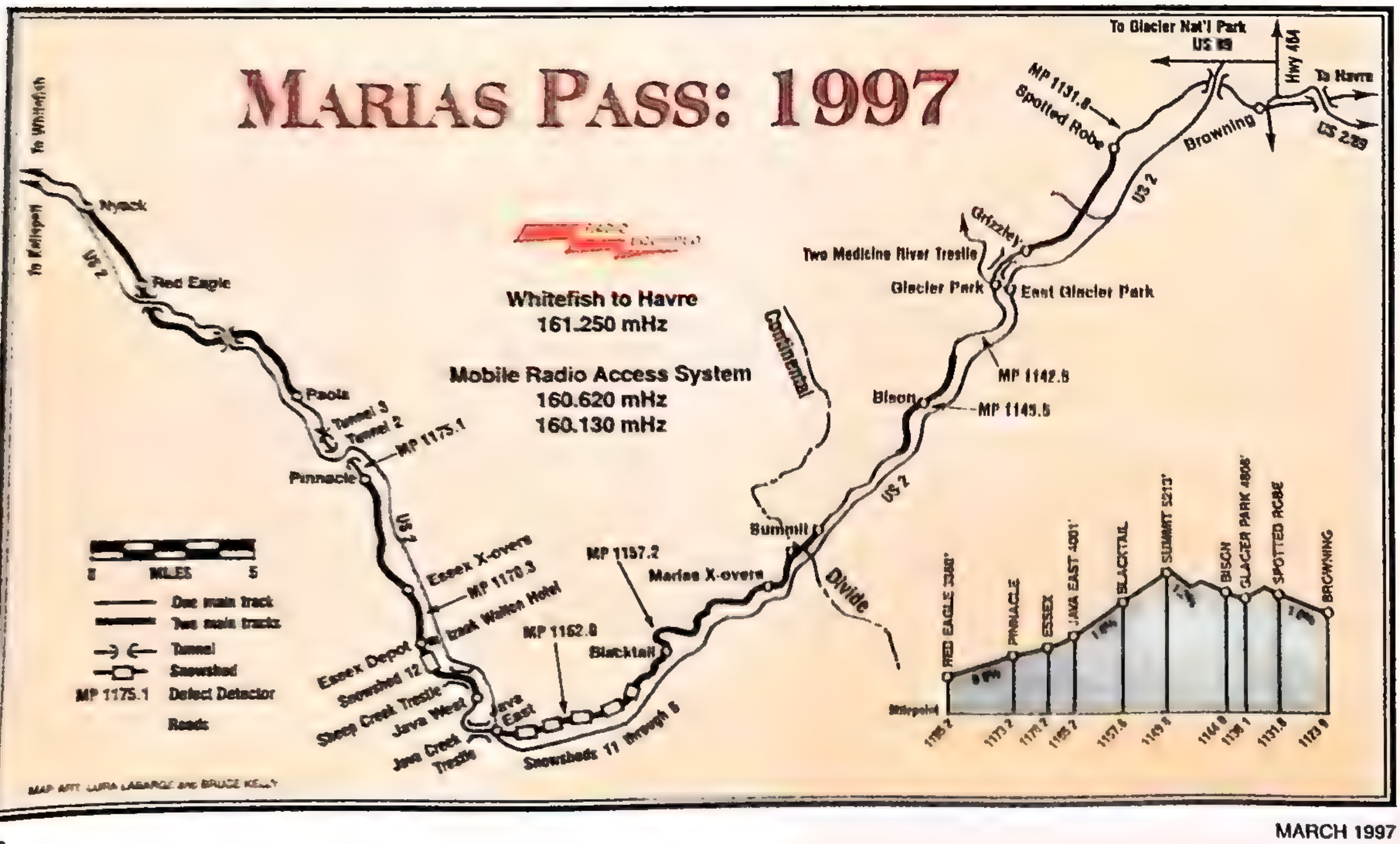
BN had addressed in years past with such high-visibility treatments as the orange "tiger stripes" and the more recent "white face." All that's missing is "Rocky" — GN's legendary mountain goat emblem — somewhere on the cab or long hood. Rocky or not, the combination of Omaha orange and Pullman green with yellow pinstripes (highly reflective stripes, by the way) makes the GE's worthy successors to the FTs, GP30s, SDP40s and other GN diesels that once prowled Marias.

And let's not forget the red and silver "war-bonnet" image of BN merger partner Santa Fe, which has infiltrated the "Northern Lines" motive power pool for well over a year. The newest examples are the SD75M's wearing big BNSF letters on the long hood and the traditional Santa Fe name and oval emblem on the nose. The most recent batch of these units, equipped with Locotrol III remote-control gear, finally entered their intended "Distributed Power" service on westbound grain trains during July 1996, typically with a pair of them on the point and an unmanned one on the hind end. While the Distributed Power Units — or DPU's — may never totally replace the manned helpers of Marias Pass, they have helped BNSF improve its overall handling of grain to the Pacific ports.

I half expected to see some of the new Dash-9s or other Santa Fe/BNSF supercabs assigned to helper service during my visit, but that job was still being covered by several pairs of SD40-2s. Most shoves over Marias see the helper tying on somewhere between Essex and Java West for the 1.8% eastbound climb or between Browning and Glacier Park for the 1.2% westward climb. It's not unusual, however, for helper crews to operate west to Whitefish or east to Cut Bank, a helper district totalling 127 miles.

Changes to fixed plant and frequencies

A few of the guys attending the Alta-Mont Railfan Weekend complained that their scanners weren't picking up any radio chatter. They were still monitoring BN's old pair of road channels



and weren't aware of recent sweeping changes in the railroad's allocation of frequencies. Instead of the familiar old 161.100 and 161.160 that had acted as BN channels 1 and 2 systemwide for more than a decade, the main line over Marias Pass, from Whitefish to Havre, is now handled on 161.250. Other vital information can be heard on Mobile Radio Access System frequencies 160.620 and 161.130. The MRAS (pronounced "mer-ASS") system allows train crews and maintenance personnel to contact the Havre West dispatcher in Fort Worth, Texas, using their cellular phone. As its name implies, the MRAS enables cell phones to access a special set of BNSF high-band frequencies when detailed instructions from the dispatcher are needed, thus leaving the road channel clear for other radio traffic.

When I last visited Marias in August 1988, there was a horrendous, all-day work window in effect as the BN was beginning to install concrete ties there. Now, nearly all of BNSF's main line trackage from Seattle and Portland east across Montana is mounted on concrete ties, and much of the rail is less than a year old! Even with all the tonnage that pounds over it and the stresses of fully-throttled diesels grappling against it, the BNSF main over Marias is one of the finest track structures in the world.

Bears in the snowsheds

Maybe it's someone in the rules department in Fort Worth who has perpetuated the unconventional spelling for the east slope station of Grizzley all these years, but employees who run the trains

TWO MEDICINE River bridge was perfectly lighted at (**above**) 9:53 a.m. on October 12, 1996, as Dash 9-44CW's led grain train G23WM westward between Grizzley and Glacier Park. About the same time the next morning, a rainbow highlighted Train 52 (**below**) cresting the Marias summit with four BN SD40-2s and a Santa Fe B23-7.

BURLINGTON NORTHERN
Cascade Green is still very much in evidence on Marias Pass. Intermodal Train 1 **(above)** was nearly finished with the 1.8% descent of the west slope as it approached Java East at 2:11 p.m. on October 13, 1996, behind rebuilt SD40-2 7122, C30-7 5112, cabless B30-7A 4077 and EMD Leasing "SD42E" 6301. On the previous day **(above right)**, two SD40-2s, a cabless B30-7A and a Santa Fe SD45-2 were in Run-8 on the short eastbound upgrade between Grizzley and Spotted Robe on the east slope of Marias with Train 208 (37 loads, 41 empties, 5839 tons).

and manage the track and signals on Marias know there's no extra "e" in the grizzly bears (or bear, for you purists of animal pluralization) who inhabit the Montana Rockies. With the right of way skirting the south boundary of Glacier National Park for some 50 miles, nobody has ever been surprised to see a bruin or two on the property, but in recent years the grizzly sightings on the railroad have gotten more common — and more dangerous.

It all started in the late 1980s, when a rash of grain train derailments on Marias scattered tons of corn along the track. As the corn fermented, its sweet smell attracted groups of grizzlies that had previously avoided the human activity both on the railroad and on nearby U.S. Highway 2. The sudden influx of bears prompted the U.S. Forest Service to erect "keep out" signs all along U.S. 2 from the Java Creek Bridge east toward Summit, warning tourists not to venture north of the two-lane pavement. This meant no more driving or hiking up to the snowsheds in aptly-named Bear Creek Canyon or you'd risk being chased out or fined by park rangers.

The grain spills in December 1988 (33 cars), January 1989 (23 cars) and February 1989 (25 cars) were ultimately dealt with by what BNSF spokesman Gus Melonas describes as "probably our most costly derailment clean-up ever." Melonas says $8- to $10-million was spent using a vacuum-like system to remove "every kernel of corn." The railroad also installed electric fences in an attempt to minimize future bear problems.

With the grain piles now gone, there are fewer bear sightings reported on Marias, and the Forest Service has taken down its warning signs along U.S. 2. But railfans should still beware. Around 2:15 a.m. on September 26, 1996, a train struck a pair of grizzly cubs just west of Essex, killing one instantly and leaving the other fatally injured. Their angered mother then menaced the crews of following trains, charging alongside their locomotives in the dark. BNSF halted all train traffic through the area and gave a bear specialist from the Montana Department of Fish, Wildlife & Parks a cab ride to the site so he could remove the cub carcasses.

Ninety-five bucks a night?

Every red-blooded railfan should spend at least one night at the Izaak Walton Hotel in Essex. That's exactly what I've done whenever I've been to Marias: one night at the Izaak, one night somewhere else. The somewhere else has always been Porter's Alpine Motel in East Glacier Park (Glacier Park on the railroad). I could cite the obvious — Porter's costs half as much as the Izaak — but there are more practical reasons for lodging in East Glacier. Assuming you have fair weather, the morning sun will be shining across the entire east slope at least an hour or two before it penetrates the canyon shadows around Essex. And there's a better selection of gas and food outlets at East Glacier Park and nearby Browning than you'll find anywhere else on Marias. A night for two at Porter's (406/226-4402) ran me $41.80 with tax. My wife Amy cringed when she first saw the place from the outside ("Okay, so it's not the Sheraton . . ."), but we both found the room to be remarkably large, clean and comfortable.

To end Amy's first Marias trip on a good note, I arranged our second night to be at the Izaak Walton. Even after its recent renovations, the place is still brimming with railroad nostalgia. Built in 1939 as a remote bunkhouse for GN's helper, snowplow and maintenance crews, and named for 16th Century author and sportsman Sir Izaak Walton, the hotel is kept nearly as busy today by tourists, skiers and railfans. Owners Larry and Lynda Vielleux say many of the rooms are reserved a year in advance for the October Alta-Mont Railfan Weekend, as well as for the "Essexpress" weekend, a not-so-hardcore railfan gathering which is held at Essex every May. Slide shows and terrific railroading all in one place! You'd have to hold Winterail at Tehachapi or EastRAIL in Cresson to equal this set-up!

Ten years ago, the standard rooms at the

Izaak Walton had no bathrooms of their own (you shared a common shower room down the hall), yet they cost $65.00 a night. Now, fully remodeled with individual bathrooms and new railroad-theme furnishings (including some very cozy bedspreads bearing GN's Rocky emblem), the *Empire Builder* room starts at a hefty $95.00 a night. For $126.00 you can have the larger *Empire Builder* Suite on the top floor, or, for the ultimate in railfan indulgence, you can spend $425.00 and enjoy three nights in one of the fully furnished Caboose Cottages (these are real cabooses, folks) that the hotel has set up in the woods on the opposite side of the railroad. When making reservations (406/888-5700), ask for a "backside room" if you want a view of the main line and the sound of diesels idling through the night. That's right; when not boosting tonnage over the pass, the Marias helpers tie up right outside the Izaak Walton. For a quiet night of solid sleep, you'd better ask for a room on the parking lot side, away from the tracks.

On a warm summer night, when you've had your fill of driving up and down U.S. Highway 2, you can recline in one of the swinging benches on the hotel's back porch and watch a parade of BNSF freights go by. But first, there's some decent dining to be had, and there are plenty of window tables enabling a clear view of the main line while you enjoy something from the hotel's distinctive menu. For some fine food atop the pass, the former GN Summit depot has been remodeled into a cozy little restaurant serving delicious meals at prices comparable to the Walton.

Now's the time for Marias

During early October 1996, BNSF realigned some of its Northwest traffic patterns in a way that moved several of the former-GN route's low-priority trains down south onto the former-NP (now MRL) corridor through southern Montana. The impact was hardly felt at Marias Pass, where the daily train count remains healthy. In fact, one of the trains that had supposedly been shifted to the MRL, manifest freight 110, showed up on the third day of our Marias visit.

Passenger service is growing, as well. Amtrak's *Empire Builder*, which has operated only four days a week since the last round of budget cuts, is likely to return to daily service during 1997. Amtrak itself is a convenient way for outlanders to travel to Marias. Trains 7 and 8 can make stops at Belton and Essex or during the summer season at Glacier Park. At Essex, a shuttle van can transfer you and your luggage to the Izaak Walton, and a variety of rental vehicles are available there. You can hardly go wrong with a vacation that combines a scenic Amtrak ride, lodging at the Izaak Walton, an automobile tour through Glacier National Park, and, of course, railfanning at one of North America's most famed railroad mountain passes.

Whether you experienced Marias years ago or have never gone there at all, now is perhaps the most exciting it's been in 25 years. BN's familiar old Cascade Green paint scheme always struck me as a sturdy, hard-working image for one of the world's transportation giants. Just like on the CP, WP or Rio Grande, those diagonal nose stripes pretty much shouted "Mountain Railroading!" But now, with those brilliant orange GE's charging through the forest and down the east slope of the Rockies, Kodachromes taken on Marias Pass never looked so good.

THE IZAAK WALTON HOTEL at Essex, Montana, offers views of BN SD40-2 helpers (**above**) idling nearby and all the main line action. On October 12, 1996, grain train G23WM (**left**) passed the hotel at 11:07 a.m., bringing the fondly remembered Great Northern image back to Marias Pass.

MICHIGAN SOUTHERN:

"The Old Road"

by Thomas Hillebrant

HOW WOULD YOU like to own a piece of railroad history? The railfan hobby, in its purest form, is exactly that: a desire to possess pieces of history. In our youth we begin watching trains, recording mental images of the present that last for a while, then quickly fade. Then we began taking photos of what we see, giving us more permanent visual images of the history we've experienced. Next we begin collecting memorabilia, physical remnants of the more distant past. The railroad modeler tries to recreate history in miniature, while many join historical societies to recreate full-scale railroad history as a group. But all of these activities pale in comparison to owning your own railroad. In this pursuit, Gordon Morris is one man who is sitting atop the heap — he owns the Michigan Southern Railway, itself a true piece of history.

Ancient history

The Michigan Southern dates back to the 1830s, when Michigan was in its infancy. The first legislature to convene after Michigan was admitted to the Union in 1837 adopted a program of "Internal Improvements" which, among other projects, proposed the building of three railroads to span the Lower Peninsula. The southernmost of these three was to run from Monroe on Lake Erie to New Buffalo on Lake Michigan. Construction commenced in 1838, and the first segment, from Monroe to Adrian, was completed and in service by late 1840. Progress was slow since the Southern Railroad of Michigan, as it was then known, had to compete with its more favored sister, the Central Railroad, for the state's meager resources. The Central had already been extended from Detroit to Kalamazoo by the time the Southern reached Hillsdale in 1843. Meanwhile, Michigan had fallen into a state of financial distress and had begun to reconsider its position as owner and operator of the railroads. In 1846, Michigan sold both the Southern and the Central to private interests at a substantial loss.

For its first few years, the newly formed Michigan Southern Railroad Company went nowhere. Nowhere west, at least. Instead, the railroad's directors chose to improve its connections to the east, since Monroe's only traffic connections were with steamships operating across Lake Erie to Buffalo. Toledo, Ohio, seemed to hold greater promise, since it had the same lake connections as Monroe but also had interchanges with railroads running along the south shore of Lake Erie. The easiest access to Toledo for the Michigan Southern was the Erie & Kalamazoo, which ran

ALCO 78 was making its way through Burr Oak (**above**) in June 1995. The 466 was eastbound out of Sturgis (**below**) in 1994. In October 1990 (**opposite**) the 66 idled at the Sturgis depot in Kalamazoo, Lake Shore & Chicago lettering. Ludington & Northern 16 was at White Pigeon in August 1996.

PHOTOGRAPHY / EKTACHROMES: THOMAS HILLEBRANT, EXCEPT AS NOTED

between Toledo and Adrian. Ten years earlier, the Erie & Kalamazoo had become the first steam-powered railway to operate west of the Appalachians. Now, it was in financial distress, mostly due to competition from the Michigan Southern. To the relief of its operators, the E&K was leased by the Michigan Southern in 1848 and became part of its main line, while the Monroe line was downgraded to branch status.

Westward expansion did not commence until a group of businessmen from Jonesville, a small community four miles northwest of Hillsdale but not on the surveyed route of the Michigan Southern, offered to extend the Southern's route to their community if the railroad would continue on from there. The Jonesville line was completed, then extended west through Coldwater by the end of 1850.

The purchase agreement between the State and the Michigan Southern stipulated that the line terminate on

FUJI VELVIA, JIM BOYD

EKTACHROME, TED D. ZABEL

KODACHROME. TOM HILLEBRANT

The Little River and the Michigan Southern

IN ADDITION TO ALCO-POWERED freight trains, the Michigan Southern is home to steam-powered passenger trains. On weekends it leases trackage rights to the Little River Railroad, a local group that owns a steam locomotive and several passenger cars. The history of the Little River Railroad group and its 4-6-2 110 has been well documented, but the last few years have been particularly eventful for Terry Bloom and his volunteers.

In a nutshell, the 110 is generally considered to be the smallest standard-gauge Pacific ever built, delivered by Baldwin in 1911 to the original Little River Railroad, a Tennessee logging line. It was discovered in Tennessee, moved to Ohio and preserved almost single-handedly by brothers Terry and Bruce Bloom. Its continued operation is performed by the new Little River Railroad, a volunteer group led by Terry Bloom. It ran successfully for many years between Pleasant Lake and Angola, Indiana, on a trackage rights agreement with the Hillsdale County Railroad. But when ownership of that line transferred to the Indiana Northeastern, liability concerns resulted in a termination of trackage rights for the Little River, whose last run from Pleasant Lake occurred in the fall of 1992, and many were concerned that the trip would be the last ever for the 110. Fortunately for everyone, greener pastures lay to the north.

The 110 spent the next summer on the Adrian & Blissfield, an excursion railroad operating over a segment of the original Erie & Kalamazoo. When Gordon Morris of the Michigan Southern heard this, he contacted Terry Bloom, whom he had met a few years earlier, and expressed an interest in bringing the Little River excursions over to the Michigan Southern. Since the Little River's passenger cars were not in use, they were moved to Coldwater, and excursion service behind Michigan Southern 66 began in the late summer of 1993. The arrangement with the railroad was agreeable enough that the 110 was moved to Coldwater to perform a series of excursions through the summer and fall of 1994. These runs were successful enough that both the group and the railroad intended for them to continue indefinitely.

During the following winter, Bloom became aware of an available piece of land adjacent to the Michigan Southern yard at White Pigeon large enough for an enginehouse. The price was right, so the decision was made to purchase the land and relocate to White Pigeon. Work on the site began in the spring of 1995, and soon the 110 had a permanent roof over its head.

The Little River's new facilities are spartan, providing only basic shelter and security for the 110 and some of the rolling stock. Bloom doubts that more elaborate facilities will be required, since most repairs on the 110 are still done with hand tools, and more difficult work is sent out to local machine shops. Even basics like an air compressor are rented only when needed for a particular project.

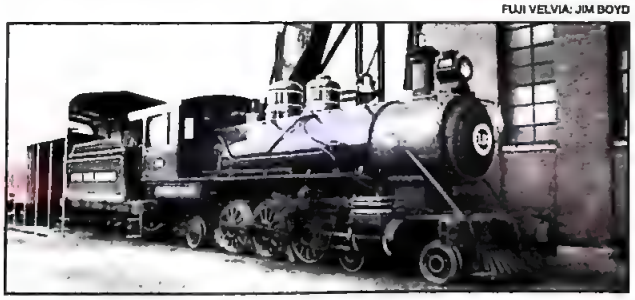
The enginehouse is wide enough for two tracks, but the second track may never be necessary, since they currently have no plans to acquire new equipment. In addition to the 110, the Little River's collection of rolling stock includes two ex-Milwaukee Road coaches (one from the 1946 *Twin Cities Hiawatha* and one from the '47 *Olympian Hi*), one former Chicago & Alton heavyweight combine, two ex-Northern Pacific stock cars modified for use as open-air cars and three ex-B&O cabooses, all of which are used in regular excursion service. The group's current project is a World War II-era troop car, which will be modified for use as a concession car, complete with restroom facilities. Also in the collection is an ex-B&O early steel boxcar that's used as a tool car.

The summer excursion schedule begins on Memorial Day weekend and continues through the end of October. Although the Little River's headquarters is in White Pigeon and most trains operate from there, several excursions are run from Coldwater between August and the first weekend of October. When the train is running out of White Pigeon, the regular schedule calls for one round trip each Sunday between White Pigeon and Sturgis, a total distance of 25 miles. When operating out of Coldwater, two ten-mile round trips to Batavia are scheduled each Sunday. Many of the regular excursions are operated as special events to increase ridership — a Father's Day train (fathers free with paying family), a Halloween Ghost Train, two staged train robberies and two Fall Color Runs. They are also willing to run special charter trains. In February 1996, its cars were operated with RS2 466 as a winter railfan train for the Three Rivers Railroad Heritage group from Ft. Wayne, Indiana.

The Little River Railroad is a non-profit organization whose proceeds provide solely for the needs of the 110, its train and facilities. Current membership in the group hovers around 70, but usually only a dozen are regularly involved in the maintenance and operation of the railroad. The Little River group is completely separate from the Michigan Southern, although several of the railroad's employees are also members of the group. The group leases its trackage rights from the Michigan Southern and can also lease motive power if needed.

Not only is there a pleasant relationship between the Little River and the Michigan Southern, but the community has also been supportive of the group. The village of White Pigeon has purchased the former LS&MS depot that still stands trackside and plans to restore it for use as a loading point for the trains. With this kind of support, it would appear that the Little River Railroad has found a real home. For an excursion schedule or for more information, call the Little River Railroad at 219/825-9182 — THOMAS HILLEBRANT.

FUJI VELVIA: JIM BOYD

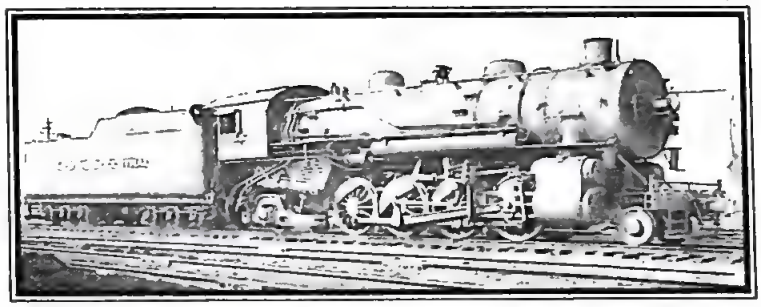


THE LITTLE RIVER RAILROAD 4-6-2 110 was in storage at Coldwater in August 1996; it was running alongside the Michigan Southern enginehouse in White Pigeon **(top)** in summer 1995.

Lake Michigan as originally intended. Again, New Buffalo did not seem a fitting terminus for the line, especially when the growing community of Chicago lay within reach. To get around its agreement with Michigan, the Michigan Southern acquired a small railroad running north from White Pigeon, the westernmost extent of the railroad at that time, to the village of Constantine on the St. Joseph River, where traffic could then be barged to Lake Michigan. At the same time, some directors of the Michigan Southern involved themselves with a group of small railroads in Indiana, which were eventually formed into the Northern Indiana Railroad. The line of the Northern Indiana was first extended north from Elkhart to connect with the Michigan Southern railhead at White Pigeon. Then, the Indiana Northern was pushed west, and was able to reach Chicago, via trackage rights over the Rock Island, early in 1852. This connection made Michigan Southern the first railroad to link Chicago with the East. A few months later, the Michigan Central also reached Chicago, but these two railroads would be the only ones serving Chicago from the east for nearly six years.

The route from the east to Chicago at this time was not an easy one, however, since no single railroad provided continuous service between more than a few centers of commerce. This situation compelled the Michigan Southern, like many other railroads of that time, to begin a period of consolidation with other lines to provide uninterrupted service between cities. To begin with, the Michigan Southern merged with the Northern Indiana to form, not surprisingly, the Michigan Southern & Northern Indiana in 1855. Several years later, in 1869, the MS&NI further solidified its position as a major east-west line by merging with the three roads that had formed its primary connection between Toledo and Buffalo to create the Lake Shore & Michigan Southern. The financial difficulties that occurred across the nation later that same year allowed Commodore Vanderbilt to seize control of the LS&MS and bring it into his New York Central System. The LS&MS retained its separate corporate identity until 1914 when it was formally merged into the New York Central.

ROBERT P. SCHELL, JR.

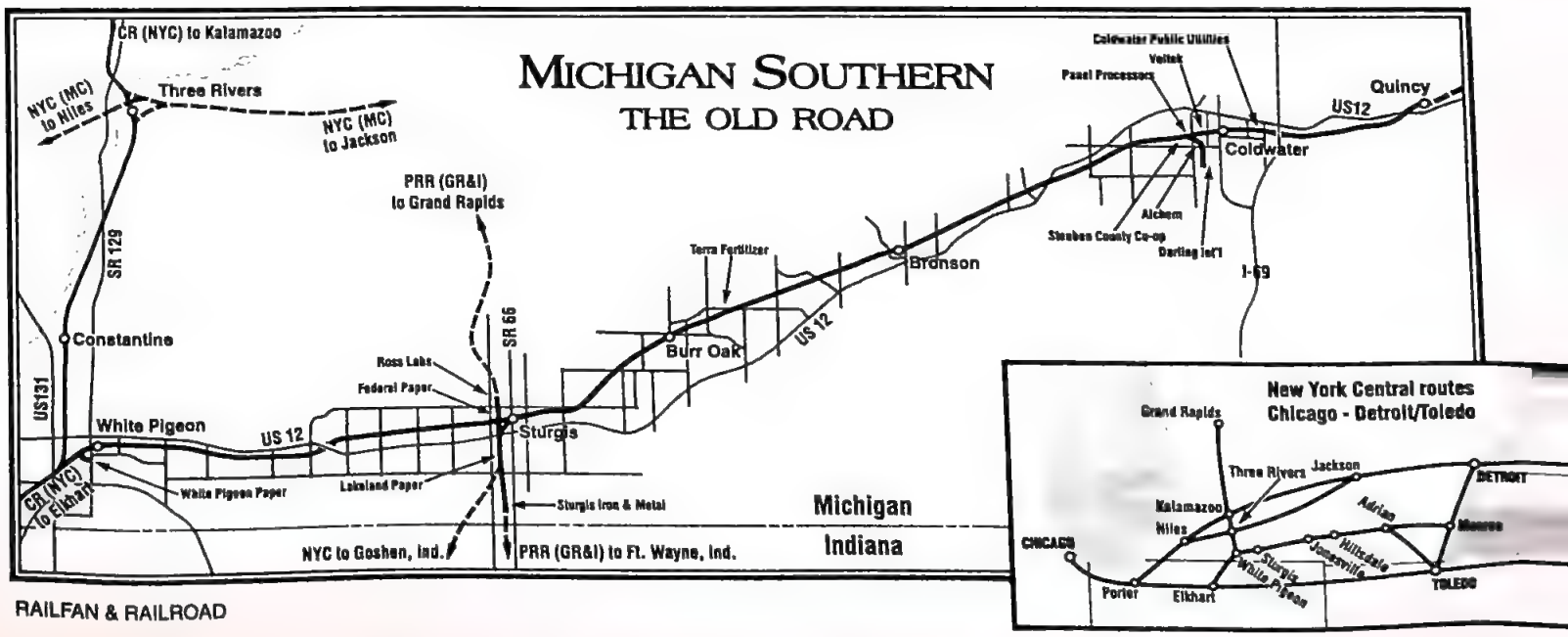


NEW YORK CENTRAL H5P 2-8-2 1361, shown at Elkhart, Ind., in March 1943, was typical power for the "Old Road."

This period of consolidation was also a period of expansion. First, the Michigan Southern, under its various names, built or acquired an impressive set of north-south feeder branches. The most notable of these lines was the branch to Constantine, which was eventually extended through Three Rivers and Kalamazoo to Grand Rapids. In 1857, the MS&NI built the Air Line, a more direct route from Toledo to Elkhart that bypassed the original main line through Adrian and Coldwater. While this new main line was only nine miles shorter than the original, it was quite a bit faster since it was free of the many curves, doglegs and grades on the Adrian line (the grade immediately east of Sturgis, known as "Big Hill" was actually one of the steeper grades on the entire NYC system). At first, only a few through trains traversed the Air Line, but it quickly became the railroad's main line. Meanwhile, the Adrian line fell into secondary status and gained its nickname, the "Old Road."

Despite its secondary status, the Old Road remained an important route for the LS&MS and the NYC. In the 1890s, for instance, the number of passenger trains operated over the Old Road versus the Air Line was equal. For many years, when double-tracked main lines were still rare, the LS&MS advertised the Toledo-Elkhart route as being double-tracked in its promotional literature, even though the two lines were often separated by as many as 30 miles. During the Colombian Exposition of 1893 in Chicago, the Old Road hosted several special trains, including those pulled by the record-setting Buchanan 4-4-0 999 of the NYC&HR and by the visiting *Royal Scot* 4-6-0, both on their way to and on return from display at the fair.

After its glory days, the Old Road enjoyed a more relaxed but still productive middle age. This pace continued until after World War II, when the Old Road began to fall victim to the same disease of reduced traffic that plagued most railroads of similar circumstance. Two daily passenger trains still ran in each direction until 1952, when the schedule was reduced to one train each way. Those trains were then removed in November of 1956. In the mid-1960s, the New York Central upgraded the Old Road to main line status, but only



THE 66 WAS WORKING the road job at Sturgis following fueling and servicing at White Pigeon before returning to its assignment at the Darling International plant in Coldwater.

between Elkhart and White Pigeon, then north along the former branch to Kalamazoo. Freight trains from Chicago to Detroit now ran along this route to Three Rivers, then east to Jackson on the Michigan Air Line, a through route of the former Michigan Central. This new routing of freight across southern Michigan negated the Old Road's usefulness as a through route east of White Pigeon, so the line was subsequently severed between Hillsdale and Adrian.

Modern history

The western end of the Old Road between White Pigeon and Hillsdale continued to be served by local trains operating out of Elkhart. However, when Conrail came into existence in 1976, the eastern end of the branch, from Quincy to Hillsdale, was left out of their plans. Ownership of this segment was left to the Hillsdale County (and more recently to the Indiana Northeastern). The middle segment, from Sturgis to Quincy also fell out of favor with Conrail and was mothballed in 1981.

This last abandonment rail-isolated the city of Coldwater for several years. During that time the Branch County Rail Users Association, based in Coldwater, sought an agreement between the State and Conrail that would allow the subsidized resumption of rail service to their community. No agreement could be reached, and no alternative operator could be found until 1989 when Gordon Morris got involved.

Gordon Morris owns several businesses in White Pigeon involved in the construction and excavation industry. He also has a strong interest in railroading and saw this remnant of the Old Road as a good business opportunity. He believed that if the proper level of service was provided, many of the railroad's former customers would resume shipping by rail, and new customers would also be attracted. He approached the State and the Branch County RUA and convinced them to purchase the line between Quincy and Sturgis and then lease it to his railroad for ten years with a purchase option at the end of the lease. In consideration of the line's historic significance he named his new railroad the Michigan Southern Railway and officially adopted its nickname, "The Old Road."

Once the Michigan Southern was incorporated, the lease was signed and its first locomotive was obtained (ex-South Buffalo Alco switcher 66), the next order of business was rehabilitating the railroad itself. It took three and a half weeks in October of 1989 for Morris and a crew of five, using bulldozers from Morris Excavation, to clear enough overgrowth away from the 24-mile segment between Sturgis and Coldwater to allow a train to pass. Fortunately, just before mothballing the line eight years earlier, Conrail had replaced every fourth tie on the branch just in case they chose to reopen the line later. This made it easier for the Michigan Southern to begin operations soon after clearing the line.

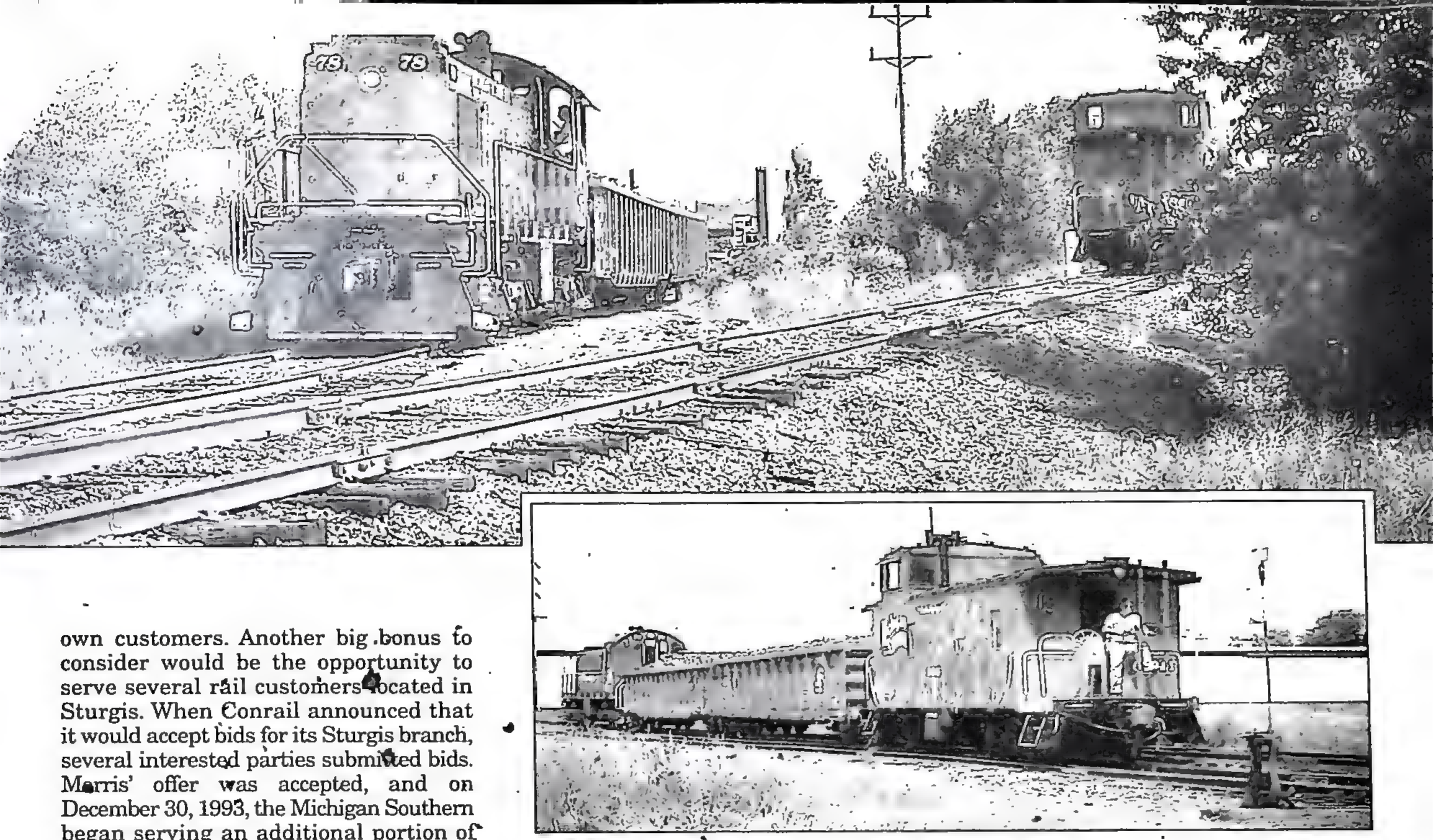
The first two months of operation, November and December 1989, saw only 19 carloads move over the railroad. But, as customers began making use of the Michigan Southern's services, the carloadings increased dramatically. In 1990, the Michigan Southern's first full year, nearly 300 cars were moved. Each year since then, the Michigan Southern has moved twice as many cars as the year before, culminating in over 3500 in 1994.

At the outset of operations, Gordon Morris realized the potential for excursion service on the Michigan Southern and sought the cooperation of the operators of the Kalamazoo, Lake Shore & Chicago, a tourist operation running out of Paw Paw, Michigan. They were willing to help, but as time went by, Morris began to regret his partnership with the KLS&C. He felt that his partners showed little, if any, consideration for the fact that the Michigan Southern was primarily a profit-seeking freight railroad and secondarily a tourist hauler. He also received some negative opinions concerning the Michigan Southern's future, so he quickly severed the relationship between the two lines. Morris remained faithful to the tourist business and has, over the past few years, developed a relationship with the Little River Railroad organization. As a result, steam-powered passenger trains have operated on the Michigan Southern every weekend during the past three summers and are expected to continue.

In 1993, the Michigan Southern acquired the trackage between White Pigeon and Sturgis from Conrail. Until that time, Sturgis had been the interchange point between the Michigan Southern and the Conrail local which was operating out of Elkhart on an out-one-day-back-the-next schedule three times a week. This same local, however, also handled traffic along the entire line from Elkhart to Kalamazoo and was terribly overworked, often needing three days to complete its round trip. Morris believed that if he could obtain the line to White Pigeon, he could relieve the Conrail crew of a great deal of work and thereby streamline service to his

MICHIGAN SOUTHERN PHOTO

GORDON MORRIS, shown with wife Debra, owns the Michigan Southern and several nearby construction businesses.



THE STURGIS IRON & METAL scrap yard (**top**) is located at the south end of the former Pennsy line; the 78 pulled out two loaded gons before coupling onto the caboose and shoving back north to the middle of Sturgis (**above**) and the connection with the ex-NYC line. With no run-around at the south end, the caboose makes the long back-up move easier.

own customers. Another big bonus to consider would be the opportunity to serve several rail customers located in Sturgis. When Conrail announced that it would accept bids for its Sturgis branch, several interested parties submitted bids. Morris' offer was accepted, and on December 30, 1993, the Michigan Southern began serving an additional portion of the Old Road. Again, the Michigan Southern does not own the trackage outright; it is owned by Morris Leasing and is subsequently leased to the Michigan Southern. This acquisition has allowed the Michigan Southern to double the number of customers served and has also successfully improved the interchange with Conrail. Plus, it brings the Michigan Southern into Gordon Morris' backyard (literally), and has allowed the railroad to open new facilities in White Pigeon.

Daily operations

White Pigeon lies at the west end of the Michigan Southern Railway which then stretches 41.8 miles east to Quincy. The railroad's office is located at a former lumber yard adjacent to the Michigan Southern rails in White Pigeon. This is an ideal location, since the lumber yard had once been a customer of the railroad and still had a spur laid into the yard. A new spur laid alongside the existing one leads into a new engine-house where the line's equipment is maintained. The former lumber yard is also a convenient location for Gordon Morris, whose excavation company's office is less than a quarter mile farther up the road.

The Michigan Southern serves two customers in White Pigeon. The paper mill south of town receives two or three loads a week, while the feed mill across the street from the Michigan Southern's office receives fertilizer and ships grain, but this amounts to only two to three cars per month.

On a typical day, the two-man crew is called for 7:00 or 8:00 in the morning, and after assembling their train, heads east for Sturgis. If the day's business includes switching Sturgis Iron & Metal's scrap yard, then the train will include six to twelve empty gondolas and hoppers and the former GTW (ex-Santa Fe) caboose which, will usually be tucked in on the east end of the train immediately behind the locomotive. The track between White Pigeon and Sturgis is maintained to allow 20 m.p.h., so the train can cover the eleven-mile distance in about half an hour.

On its way between White Pigeon and Sturgis, the Michigan Southern train passes the Morris Sand & Gravel operation on the south side of the tracks. Morris expects to develop his gravel business into a customer for the railroad in the near future. He projects that a thousand carloads of gravel can be shipped each year to the Chicago and Toledo markets and that as many loads of limestone can be backhauled to the local market.

Sturgis is the point where the former Pennsylvania (ex-Grand Rapids & Indiana) tracks cross the Michigan Southern main line at grade. This line once stretched from the Pennsylvania main line at Fort Wayne, Indiana, to Mackinaw City, at the northern tip of Michigan's Lower Peninsula. In its heyday, the GR&I was famous for its *Northland Limited* passenger service to the resort areas of Northern Michigan and for access to prime fishing locations along its length (the GR&I's nickname was "The Fishing Line"). Today, Conrail operates over a portion of this line between Kalamazoo and Grand Rapids, but in Sturgis only a three-mile segment remains to serve the bulk of the Michigan Southern's Sturgis customers. These include Sturgis Iron & Metal and Lakeland Paper to the south of the diamond and Ross Labs and Federal Paper to the north. The east-west main line and the north-south GR&I line are connected by an interchange track in the southeast corner of the diamond.

When the Michigan Southern train reaches Sturgis, it pulls into the three-track yard alongside the former Lake Shore & Michigan Southern depot. This brick station was restored for the 1976 bicentennial and now houses a small local history museum and the Sturgis Chamber of Commerce. The small

park next to the depot also contains a gazebo built on the concrete footings of the water tank that once stood there.

The yard serves as a staging area for the day's chores. Before leaving White Pigeon, the cars have usually been blocked in the order that they'll be handled. Cars for customers south of the Sturgis diamond are at the head end, cars headed north of the diamond ride in the middle and finally those bound for points east of Sturgis are at the end of the train. If the loads at the scrap yard are not yet ready to be picked up, the crew will leave all the Sturgis cars in town and perform their work on the east end first. Usually, however, the scrap yard is waiting for a new string of empties, so Sturgis gets worked first. The rest of the train is set out on one track of the yard, or on the main if the train is too long for the yard. The crew then runs the locomotive around the caboose and the first group of cars, pulls them around onto the GR&I line and heads south. Once a week the train will stop to spot a load or two of paper at Lakeland, but usually it proceeds directly to the southern end of the line past the trailing point switch leading into the scrap yard.

Sturgis Iron & Metal is one of Michigan Southern's two largest customers, shipping approximately 25 loads of scrap each week. Until recently, the railroad had provided in-yard switching service for SI&M between their several loading sites. This work would often require as much as an hour and a half to complete. Now, SI&M has acquired a GE 45-tonner to provide their own in-yard switching, which has eased the Michigan Southern crew's workload considerably. After the crew finishes trading their empty gondolas for loads, they return north.

Since there is no runaround track at the scrap yard, the locomotive must push its train back to the yard, and this is where the caboose comes in handy. The brakeman uses the platform of the caboose to whistle for the several grade crossings in the mostly residential area along the GR&I line. The brakeman also maintains radio contact with the engineer to let him know when the crossing is clear. Even though the railroad has been running for the last six years, many motorists are still unaware of the need for caution at crossings, so the crew must be especially vigilant along the entire line.

Returning north to the yard, the loaded gons and caboose are set out and left for the rest of the day. The crew pulls any cars for Federal Paper or Ross Labs south onto the GR&I and then pushes them north across the diamond. No runaround track exists here either, but shorter train lengths and fewer grade crossings preclude the use of the caboose. Ross receives three or four cars each week, usually loaded jumbo tank cars carrying coconut oil or other food additives used in the production of Ross' line of baby products. Morris also hopes to soon begin delivering hoppers of coal to fuel Ross' heating boilers. This new service would create four or five new car movements each week for the railroad. One special delivery made to Ross was in November 1994 when a new boiler was delivered on a depressed center flat car.

Federal Paper recently built a new addition along the GR&I with an enclosed loading area. This required that a new spur be built into their building. Federal receives large rolls of paper in boxcars, usually about ten each week, which are spotted on this new spur. Federal cuts the rolls into useable sizes which are then shipped by truck. The scrap, however, is collected and loaded onto boxcars at a second spur off of the main line, west of the diamond, for shipment to a recycler.

There are two other customers at Sturgis that are served on an irregular basis. Fry Copy, located on the main line at the western edge of town, receives an occasional tank car of carbon black. Wagner Popcorn will sometimes load a car, using portable equipment, at the site of the former feed mill which lies on the GR&I line just north of Lakeland Paper. In early 1993, the Michigan Southern also delivered almost 200 loads of 36-inch gas pipe for a Consumers Power pipeline to a staging area just east of Sturgis. At that staging area, Morris Excavation was contracted to unload the pipe, which is another example of cooperation among Gordon Morris' various enterprises.

Once the crew is finished switching the industries at Sturgis, all cars bound for the interchange are left in the yard with the caboose. The crew then couples the locomotive to the remaining cars and heads east.

The only customer between Sturgis and Coldwater is Terra Fertilizer, located about two miles east of the village of Burr Oak. They receive only 25-to-30 loads of anhydrous ammonia and potash each year, so their spur is usually used to store the Michigan Southern's lone passenger car, a 1907 Barney & Smith observation named the *Solomon*. In Burr Oak itself, the former grain elevator spur provides a home for some of the Michigan Southern's MofW equipment, including two former Ann Arbor boxcars used for storage. Bronson, the next town east of Burr Oak, has no rail customers, nor does the hamlet of Batavia, a few miles west of Coldwater. The spur at Batavia is often used, however, to store empty tank cars used by customers in Coldwater. If there is no work to be done at any of these locations, the train continues to Coldwater without stopping.

Coldwater is the other large town and home to the Southern's other high-volume customer, Darling International, which operates a rendering plant on the southern edge of town and ships about 15 tank cars filled with tallow and three to four covered hoppers loaded with bone meal each week. The plant requires a considerable amount of switching, which in the past made it difficult for the crew to finish a day's work within the legal hours of service. This problem was resolved when the Michigan Southern offered to lease a locomotive to Darling and train their workers to perform their own switching. Morris claims that the time saved by this arrangement has resulted in a 25% reduction in his payroll. Now, the Michigan Southern crew simply runs south along the mile-long spur to a passing track outside the Darling plant

THREE PHOTOS, JIM BOYD

ON AUGUST 27, 1996, the 78 was on the NYC line **(opposite top)** getting a car for Federal Paper, which it shoved around the wye and pulled north on the Pennsy line along with a tank car for Ross Labs **(above)**, before working the Federal Paper siding **(right)**.

where they retrieve the waiting loads, replace them with empties and return to the main line.

In Coldwater itself, the Michigan Southern has several other customers, most of them located in the industrial area on the southwest quarter of town. The busiest of these are Voltek and Steuben County Co-Op. Voltek accepts four to five loads of plastic pellets and ships two loads of finished products, while Steuben County Farms receives five to ten loads of dry fertilizer in covered hoppers and three to four tank cars of liquid fertilizer each week. Panel Processing accepts perhaps three loads of plywood each week, while Coldwater Veneer sees an occasional load of logs, but only when their shipper chooses to ship by rail. Mayer-Glad Farms and Wagner Popcorn ship their products by rail on a seasonal basis.

Also in Coldwater, across the street from the old passenger and freight stations, which are now a craft shop and restaurant respectively, is a coal-powered generating plant owned by Coldwater Public Utilities. Currently this facility is mothballed, but should it again become operational Morris expects that it will require several loads of coal each week and will become an important customer. Another potential customer whose business Morris hopes to attract is Alchem Aluminum, which would receive aluminum scrap.

At the far eastern end of the Michigan Southern lies Quincy. Until recently, no traffic moved between there and Coldwater, but now the Michigan Southern runs to Quincy once or twice each week to pick up Steuben County Co-Op's tank cars of liquid fertilizer. Those loaded cars have been forwarded to Quincy by the Indiana Northeastern from their interchange with Norfolk Southern at Montpelier, Ohio.

When the work at Coldwater is finished, the crew returns to Sturgis. By this time they have put in between nine and eleven hours and are in a hurry to return to White Pigeon, so it doesn't take long for them to couple onto the cars left in the yard earlier and hustle home. Once there, the train is left in the yard for pick-up by the Conrail local, and the locomotive is returned to the enginehouse.

Speaking of the Conrail local, it switches the White Pigeon yard four times each week, usually during the day. The Conrail train will occasionally lay over in the White Pigeon yard when its crew's hours of service are spent before they can return to Elkhart or Three Rivers.

Gordon Morris believes that in order for his railroad to operate profitably he must be responsive to the needs of his customers, like the truckers he competes with. For him, this means not operating on any fixed schedule but letting his customers' needs dictate the moves. The Michigan Southern's customers have fairly regular schedules, so the railroad usually operates in a predictable fashion. But when customers have special needs or when their schedule changes, the Michigan Southern will respond accordingly. One example of this was explained above, when Sturgis Iron & Metal needs to have their yard switched later in the day than usual.

Another instance was the time one customer in Coldwater called to request an empty boxcar as soon as possible. At the same time, the crew was returning from Coldwater having just picked up an empty from another customer. The crew was radioed and instructed to return to Coldwater to deliver the car, which the customer received within an hour from the time they called. Morris hopes service like that will satisfy his current customers and attract new ones.

Motive power and equipment

Until recently, the Michigan Southern was an all-Alco road with a roster of two S2 switchers, Nos. 66 and 78, and one RS2, 466. The 66 was purchased from the South Buffalo Railroad in the fall of 1989 as the Michigan Southern's first locomotive. Gordon Morris credits Bill Laggett and Chuck Harris of the South Buffalo for helping him find a

good first locomotive. The 66, built in 1951, was recommended because it had new batteries and good trucks, and its prime mover had recently been overhauled. The locomotive was painted at the South Buffalo's shops in dark maroon with gold lettering prior to shipment to Sturgis. As delivered, the herald on the cab identified the 66 as belonging to the Kalamazoo, Lake Shore & Chicago, due to Michigan Southern's early relationship with that line, but the lettering on the hood proclaimed its assignment to the "Michigan Southern Division." After ties with the KLS&C were severed, the herald was relettered Michigan Southern. The 66 is presently the unit on lease to Darling International, although the 78 fills in when the 66 is being serviced at White Pigeon.

The 78 was also purchased from the South Buffalo in the spring of 1994. It didn't see service on the Michigan Southern immediately due to a string of bad breaks on its way from Buffalo. It seems that while en route, the 78 suffered from an overheated axle bearing and was sent to the Conrail shops at Colinwood, Ohio, for repair. Then, when the unit reached Elkhart yard where it should have been routed to White Pigeon, it was mistakenly sent farther west to Chicago, where the newly repaired axle bearing overheated a second time. The 78 was bad-ordered at Hammond, where it sat for some time until Morris, in order to save time, finally sent his own shop crew to repair the bearing and ensure the 78's delivery to White Pigeon. The 78 was finally put to work on the Michigan Southern in the late summer of 1994.

Until last summer, 78 wore the pale yellow and black of the South Buffalo, with its former owner's name on the side of the cab painted over. Despite its rough-looking exterior, the 78 was actually the most mechanically sound of the three Alcos from the moment it arrived, due to its newly rebuilt prime mover and main generator. At first, the 78 was mainly used in the yard at White Pigeon, but now it often provides the power for the road job, pulling all but the heaviest trains.

The workhorse of the Michigan Southern's fleet is the 466, the first production RS2, which was built for the Detroit & Mackinac and delivered to that road in November 1946. It was numbered 466 according to D&M's numbering system (the D&M's sixth locomotive delivered in 1946) and has retained that number for nearly 50 years. Although it shows signs of aging, the 466 still performs its daily tasks well. Alco rebuilt the 466 in 1956, upgrading its prime mover to 1600 horsepower and installing its water-cooled turbocharger, m.u. equipment and newer electrical equipment. The Tuscola & Saginaw Bay obtained the 466 in the mid-1980s and repainted it into their yellow and black scheme, which it retains today. Michigan Southern acquired the unit in 1992, along with a healthy supply of Alco spare parts which the T&SB inherited from the Ann Arbor. The Michigan Southern crews generally prefer the 466 to its smaller sisters because of its greater horsepower and smoother-riding AAR type B trucks.

In general, Gordon Morris has been pleased with the service he receives from his Alcos. At one point, he seemed certain that any future locomotives would also be Alcos, but late last year he changed his mind. The T&SB had on its property an EMD SW8 (built in January 1952) which it had obtained from Ludington & Northern, a Michigan short line that ceased operation a few years ago. Numbered 16, the little EMD saw little, if any, action on the T&SB and was therefore considered surplus. The 16 was purchased by the Michigan Southern late in 1995 and began operation in January 1996. Initially, there has been some concern that the lightweight SW8 would not be powerful enough for road trains, but if not, there is still be plenty of work for the 16 elsewhere on the Michigan Southern.

Other equipment on the roster includes the *Solomon*, a single flat car, two ex-Algoma Central gondolas and the two ex-Ann Arbor boxcars which were acquired from the T&SB at the same time as the 466. The freight cars are only used for maintenance and storage, so all revenue freight cars on the railroad are from other roads. The Michigan Southern does see occasional revenue from its lone passenger car, however, since the *Solomon* may be hired for special group excursions. It has run several of these each of the last few years in addition to the Little River's steam excursions. While these trips certainly are not real money-makers, Morris feels that they serve an important public-relations purpose.

Maintenance and improvements

While the Michigan Southern keeps four full-time trainmen busy, only one full-time maintenance supervisor, Barney Gramling, is employed to keep both the track and the equipment in working order. Morris Leasing then provides three full-time employees to assist Barney with his various responsibilities. Their time is mostly spent repairing and improving the track, and in 1995 they replaced thousands of ties along the entire length of the line. That spring, 1000 badly needed ties were

Thanks

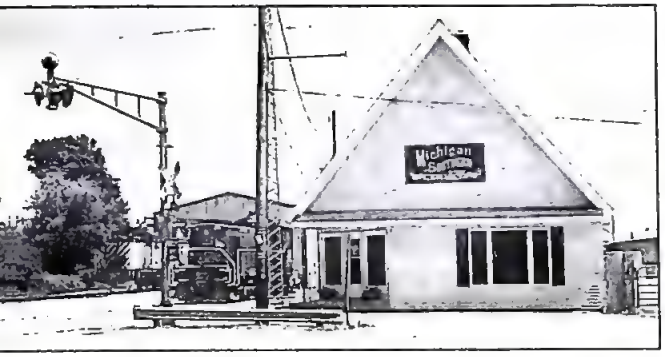
The author would like to thank Gordon Morris, Terry Bloom, Barney Gramling and, especially, Lori Dey for their invaluable assistance with this article.

replaced on the GR&I line. Then, during the summer, the track crew installed 6000 ties between White Pigeon and Sturgis. An additional 6000 to 10,000 were replaced between Burr Oak and Batavia in 1996.

Michigan Southern's track equipment includes two hi-rail vehicles, a ballast regulator, a tamper, a tie inserter and a backhoe. For big jobs, the railroad can also draw on the resources of Morris Excavation and Morris Leasing for the use of their construction equipment and personnel, which results in great savings, both of time and money.

Inside the enginehouse things appear a bit spartan as far as equipment is concerned, but Barney can and does perform almost any job that doesn't require lifting the locomotive. Again, he can depend on the resources of Morris Leasing for any needed equipment or tools. The Michigan Southern, like many railroads, realizes the importance of maintaining the appearance of its locomotives and rolling stock as well as keeping them in good operating condition. During 1995 the 78, the caboose and a new hi-rail truck all received updated versions of the maroon color scheme that first appeared on the 66. It is expected that the 466 and the 16 will soon wear this scheme, as well.

One item of interest inside the enginehouse is the bulletin board on the wall of Barney's small office. Posted on that board are photos of all the locomotives that have been considered for purchase by the Michigan Southern over the years. These include shots of all the current diesels in their former paint schemes, as well as many small locomotives of various origins from all over the country.



JIM BOYD

THE MICHIGAN SOUTHERN office on Kalamazoo Street in White Pigeon used to be a lumber yard. Barney Gramling **(right)** keeps the diesels running. The 78 **(opposite top)** was switching Voltek at Coldwater in June 1995.

Railfanning the Michigan Southern

The Michigan Southern has an open and friendly attitude towards railfans, although this has been abused in the past by so-called railfans riding the equipment without an invitation or helping themselves to various essential pieces of equipment. To minimize problems of this sort, railfans are asked to check in at the office in White Pigeon to obtain permission to be on the property. Once you've checked in, however, please *don't be a jerk*! Be courteous and careful and you (and the rest of the railfan community) will always be welcome.

The Michigan Southern generally parallels U.S. Highway 12 between White Pigeon and Quincy. Along much of the railroad's length, however, it is not visible from the highway, especially during the summer. Many county roads cross the line at grade, so a good county map (conveniently available trackside at the Sturgis Chamber of Commerce) will guide you to several photo locations. Most of these roads lie north-south or east-west while the railroad cuts diagonally across the countryside, so pacing the train will require a good deal of zig-zagging. Speed restrictions along the line keep the trains from moving too quickly, so there is no need for the motoring railfan to speed in order to make it to the next crossing.

The best way to railfan the Michigan Southern is to begin at White Pigeon early in the morning and follow the train through the course of its workday. For the late risers or those who don't have a full day to railfan, it can often be difficult to locate the train. One can usually tell where the train is, however, by which cars are spotted in the Sturgis yard. If you find a string of loaded gons, then the train is most likely somewhere east of Sturgis, having already worked the scrap yard. If there are covered hoppers or tank cars in the yard, then look for the train in Sturgis. If there are no cars at all, then the train is probably west of town on its way to or from White Pigeon. Also, the crew usually eats lunch at Burr Oak sometime between noon and 1:00 o'clock, so that can be a good place to catch up with the train. The Michigan Southern uses radios (160.755 mHz), but usually only during switching , so a scanner is of limited usefulness in finding the train. As you search for the train, keep your ears and eyes open — it can easily get lost along the many curves and wooded areas.

The Darling International rendering plant at Coldwater is fenced in, and their trackage cannot easily be viewed from public roads. All traffic into the rendering plant must check in at the scale house at the main gate, and since the employees there are probably not prepared or authorized to let railfans in to photograph the 66, it would be best to seek advance permission.

Another thing to keep in mind when railfanning the Michigan Southern is the railroad's lack of any locomotive turning facility. The long-hood-forward purist should know that the 466 always faces east, so the best lit photos of this locomotive are in the morning. The 78, however, always faces west, making it the favorite for afternoon photography. By the way, the Mars lights on both ends of the 466 are in working order, and they create, along with the five-chime horn, quite a spectacle at grade crossings. Be sure to bring your video camera!

Michigan Southern is generally a Monday-through-Friday operation, but in keeping with Morris' policy of flexibility, a train can often be seen running on Saturdays. Between the freight and excursion traffic, there's usually something to see any day of the week.

Future history

Gordon Morris is proud of the rich history of the Michigan Southern, but he is much more interested in the future of his enterprise. His first priorities are improving service to his customers, rebuilding and maintaining the physical plant of the railroad and attracting new customers in the area. But he also has hopes of someday expanding the Michigan Southern beyond its current boundaries. While there are no immediate plans for acquisition of other routes, Morris is keeping an eye on the changing railroad industry, both local and regional. When the right opportunity presents itself, he plans to be ready to take advantage of it.

For now, the Michigan Southern is a growing short line with a promising future. With a healthy traffic volume and a diverse, expanding customer base, Gordon Morris has high hopes for his own little piece of history.

Distributed Power with a 1943 Alco 4-8-4

I WAS LUCKY ENOUGH to be able to serve as extra fireman on the Union Pacific 4-8-4 844 steam crew on two occasions during 1996. The first was the Cheyenne-Chicago trips in August and September and the second was the Missouri/Arkansas trips in October that returned to Cheyenne on November 4.

After the excursion out of Little Rock, Arkansas, we deadheaded the 4-8-4 out on October 29 for a three-day move to Kansas City while the E9s and the streamliner consist covered an excursion out of Branson, Missouri. The streamliner rejoined us in Kansas City on Friday, November 1, at which time our souvenir car *Sherman Hill* was switched out and placed behind the tool car *Art Lockman*. While the streamliner headed for Council Bluffs, the consist 844 would take to Cheyenne was the auxiliary water tank, the boiler/dormitory car, the *Art Lockman* and the *Sherman Hill*. On these deadhead moves, Steve Lee always adds some freight cars for better train braking.

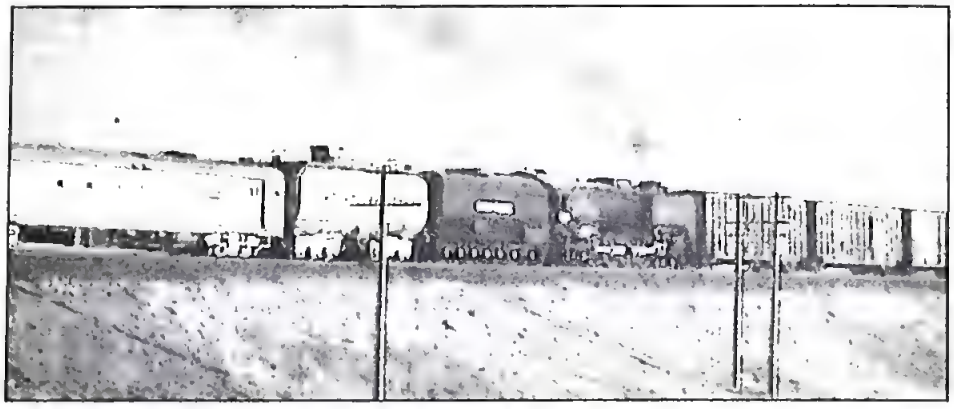
On Saturday morning, November 2, we departed Kansas City Neff Yard with about a half dozen freight cars behind the passenger equipment and headed for Marysville, Kansas. The weather was clear and cold, in the 20s, and I opted to ride the steam crew's Chevy Suburban support truck with Jim Adams, chasing the train to the servicing stop at Topeka. At Topeka, Bob Krieger took over as engineer, and I went to work as fireman for the rest of the run to Marysville. Traffic was light, and at a steady 55 to 60 m.p.h. we made excellent time and were tied up at Marysville by mid-afternoon.

Sunday was another fast trip from Marysville to North Platte in the crisp, clear weather. Even though it was 250 miles, we were into Bailey Yard well before sunset — another pleasant, early supper. Man, things were really coming together on this trip. The 844 was running and firing beautifully, and there were no track "maintenance windows" to cause delays. Monday's leg into Cheyenne should really be fun with the gradually stiffening upgrade cresting at Archer, Wyoming, and an easy drop downhill into the home terminal.

The final day

Monday morning is just as forecast: clear and cold. Bob Krieger goes down to the diesel shop early to back our consist off the shop lead and around the balloon loop under the west hump and then heads west into the departure yard and onto our assigned freight cars. This is going to be a strange-looking train — our braking consist is seven *empty* 85-foot piggyback flats! It's probably only 500 tons trailing, but they will provide sufficient braking when needed.

JAMES L. HICKEY



WHEN WESTBOUND MANIFEST NPST stalled at the base of Archer Hill on November 4, 1996, UP 4-8-4 844 gave him a shove from the rear, as shown here hard at work at 10 m.p.h. just west of Burns, Wyoming.

TOUR ALASKA BY RAIL WITH CARSTENS

THE ALASKA RAILROAD

September 4 - 19, 1997

Ride Amtrak's Talgo Train, VIA Rail Canada, Alaska Railway, White Pass & Yukon, Steam on British Columbia Rail, Alaska Marine HighwayShip, Skagway Air, Alaska Air, and Sternwheeler Riverboat

WHITE PASS & YUKON ROUTE

Join Hal Carstens, publisher of RAILROAD MODEL CRAFTSMAN and RAILFAN & RAILROAD on his third special rail tour. This year we visit the scenic splendor of Alaska and British Columbia We travel by ship from Prince Rupert to Skagway past magnificent fjords and ice-blue glaciers, aboard the White Pass & Yukon from Skagway to Summit, Alaska Ry to Denali (Mt. McKinley) National Park. Visit Fairbanks, Denali National Park, Kenai Fjords, Seward, Skagway, Prince Rupert and Prince George. Also ride Amtrak's new Talgo train and steam on British Columbia Rail.

Tour cost per person from Seattle, Washington, double occupancy $3,560.00; per person, single occupancy $4,200.00. Space is limited. Optional seven day return cruise on Holland America Lines. For more information or to make a reservation, send a $250.00 deposit per person to:

WORLD RAIL TRAVEL SPECIALISTS, INC.

P. O. Box 732
East Moriches, New York 11940-0732
Phone and FAX: 516-878-2260 TOLL FREE: 1-800-821-6233

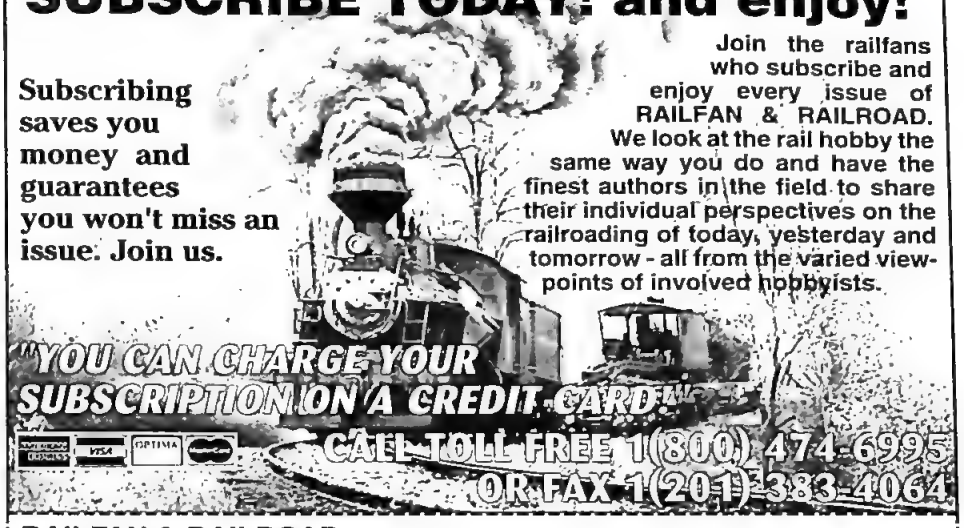
by Jack Wheelihan

Steve Lee and Lynn Nystrom arrive in the crew shuttle van to work the first half of the run, while Bob and I drive the crew Suburban west to Sidney. Of course, Bob picks out a couple of nice new photo locations for his video camera on the way, and I just have to take a couple of photos myself. We get a nice shot at the grain elevator at Paxton and then head for lunch at Sidney. We pick up a burger for Steve, who doesn't leave the train when it's on the road. We get to the servicing spot just as the train is pulling in. They'd been making good time, and it looks like we'll be in Cheyenne shortly after 1:00 p.m.

It doesn't take Ron Tabke, Bob Lockman and Jim Adams long to dope the rods, and we're ready to go. Krieger and I relieve Steve and Lynn, and maintenance foreman Tabke climbs into the all-weather cab (we have the rear cab wall/doors closed due to the cold) and takes up his customary seat behind Bob. Ron likes to ride the engine on the last 100 miles into Cheyenne so he can observe and listen for anything that needs work when they get back to the shop.

We head west out of Sidney, and it isn't long before Bob has her making a mile-a-minute on the gradually ascending grade — every now and then he'll have to open the throttle a notch or two more as the grade increases. By Pine Bluffs the big 800 is sounding great with nice loud, sharp exhausts, an easy fire and a steady 300 pounds on the gauge. That five-year overhaul had really made a difference in her; the shop crew had done a magnificent job, and today's performance was proving it.

SUBSCRIBE TODAY! and enjoy!



Subscribing saves you money and guarantees you won't miss an issue. Join us.

Join the railfans who subscribe and enjoy every issue of RAILFAN & RAILROAD. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow - all from the varied viewpoints of involved hobbyists.

YOU CAN CHARGE YOUR SUBSCRIPTION ON A CREDIT CARD!

CALL TOLL FREE 1(800) 474-6995
OR FAX 1(201) 383-4064

RAILFAN & RAILROAD

Subscription Dept. 1429,
P.O. Box 700,
Newton, N.J. 07860-0700

TO SUBSCRIBE, Mail this form with the following information:
❑ New Subscription
❑ Renew Subscription

U.S.A. Subscription Rates:
❑ 1 Year $25. ❑ 2 Years $47.
❑ 3 Years $67.
CANADA: ❑ 1 Year $31.
❑ 2 Years $59. ❑ 3 Years $85.
FOREIGN: ❑ 1 Year $33.
❑ 2 Years $63. ❑ 3 Years $91.
(includes NJ sales tax & Canadian G.S.T.)

Name _____

Street _____

City, State, Zip _____

Ex. Date ___/___

Payment by: ❑ Check ❑ Money Order
❑ AmEx ❑ Optima ❑ MasterCard ❑ VISA

Card Number _____

Signature _____

CHICAGO GREAT WESTERN

Iowa In The Merger Decade

This book by Phillip R. Hastings captures the last decade of this fascinating, independent Iowa operation before the CNW. Here are superb train shots: F-units in their glory, NW2s, Geeps, Alco-units, Baldwin DS44-10s, the Oelwein Shops, and snow plows keeping the tracks clear. Historical highlights put the CGW in its proper perspective. 80pp, (C00039).....$12.95

TO ORDER CALL TOLL FREE 1-800-474-6995
HAVE CREDIT CARD READY!

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

RAILFAN & RAILROAD Advertising Index for March 1997

A-B

American Craftsman 18
B.R.M.N.A. 8
Barnard, Roberts & Co. 22
The Book Depot 54,55
Byron Hill Publishing 58

C

Cabbage Stack Publishing 22
Cajon Rail Products 13
D. Carlton Railbooks 8
Catenary Video 63
Central Electric Railfans Association 23
Challenger Press 12
Challenger Tours 16
Charly's Slides 22
Colorado Railroad Museum 12

D-E-F

The Depot Attic 12
The Depot Attic at Strassburg 10
DPA-LTA Enterprises, Inc. 18

G

Golden Spike Enterprises 12
Goodheart Productions 16
L.V. Grogan 8

H

Herron Rail Services 6,7
Hi-Iron Railroad Video 18

I-J-K-L

Illinois Railroad Museum 61
International Timekeepers 8
JMJ Productions 9
Loucks, Carlton F. 62

M

Mark I Video Productions 5
McMillan Publications 11
David McNeil 9
Edgar T. Mead 9
Midwest Video Productions ..... Cover II
Morning Sun Books 8
Mountain State Railroad and Logging Historical Society 58
Museum and Tourist Line Directory 61

N-O-P-Q

N&W Historical Society 20
National Railway Historical Society 60
Neff Video Productions 53
New York Central System Historical Society 10
Old Line Graphics 18
Pentrex ..... 62,Cover IV
Plets Express 10

R

Railfan-Mall 60
Railroad Avenue Enterprises 52
Railroad Research Publications 58
Railroad Video Productions 17
Rails 'N' Shafts 15
Railway & Locomotive Hist. Soc. 22
Railway Productions 65
Raritan Bay Hobbies 22
Revelation Audio Visuals 63
W.N. Rich 10
Ben Rohrbeck 12
Ron's Books ..... Cover III

S

Greg Scholl Video Productions 14
Schrader Enterprises 8
Smith-Thompson 22
Al Staufer 61
Steel Rails West Publishing 18

T-U

TLC Publishing 19
Trackside Videos 21
Transit Gloria Mundi 59

V-W-Z

Water Level Industries 16

Quality Railbooks since 1976

Pennsy K-4's Remembered .....$ 6.95
by Frederick Kramer
Electric Trains To Reading Terminal $17.95
by Wes Coates
The Handsomest Trains In The World ...$15.95
by Greenberg & Kramer
The Morristown & Erie Railway .....$ 8.95
by Bob Pennisi
26 Miles To Jersey City .....$ 8.95
by Pete Komelski
Lehigh Valley Railroad Passenger Cars ..$13.95
by Mickey & Warfel
Railroad Stations Of New England Today
Vol. 1 The Boston & Maine .....$ 7.95
by Mark Beauregard.
The Northeast Railroad Scene series
(a brief look before Conrail)
by Bob Pennisi
Vol. 2 The Lehigh & Hudson River ....$ 4.00
Vol. 5 The Jersey Central .....$ 6.00
Change At Ozone Park $18.95
by Herbert George
The Hard Coal Carriers - Vol. 1
"First Generation Geeps" by Gerard Bernet..$19.95
The Hard Coal Carriers- Vol. 2
"Camelback Twilight" by Gerard Bernet ...$19.95

New Book: PTC Rails..$21.95
by Frederick A. Cramer & Samuel L. James
104 pages with over 200 photos & illustrations give an in depth look at Philadelphia's trolleys before SEPTA. This book covers every quadrant of the city.

New Book: (New Series)
A Colorful Look At "Conrail's SD-40 and SD40-2's"
by Gerard Bernet $19.95
A 48 page all color look at these classic locomotives in both roster and action photos. There are 66 views shown. Complete roster and mechanical specifications are done in chart form, giving the diesel fan a comprehensive look at the units.

Other Books:
We are now handling total distribution of Tri-State Railway Historical Society books:
-The Rock-A-Bye-Baby.... by Tom Taber-III...$11.95
(A history of New Jersey's Rockaway Valley RR)

Photographs.....$2.50 each
Our catalog lists over 5,500 different steam, diesel, electric & trolley photos printed on 8x10 paper. The catalog also lists books of other publishers, videos and misc. railroadiana.
Catalog....$1.00 (free with order)
(new catalog each March)
ORDERING INFORMATION:
Orders under $25.00 add $2.00 postage & handling
New Jersey residents add 6 % sales tax
Foriegn orders add 10% for shipping (minimum $4.00) (allow up to 4 weeks for delivery)
Dealer inquiries invited.

Dept. 101
P.O. Box 114
Flanders, NJ 07836

RAILROAD AVENUE ENTERPRISES

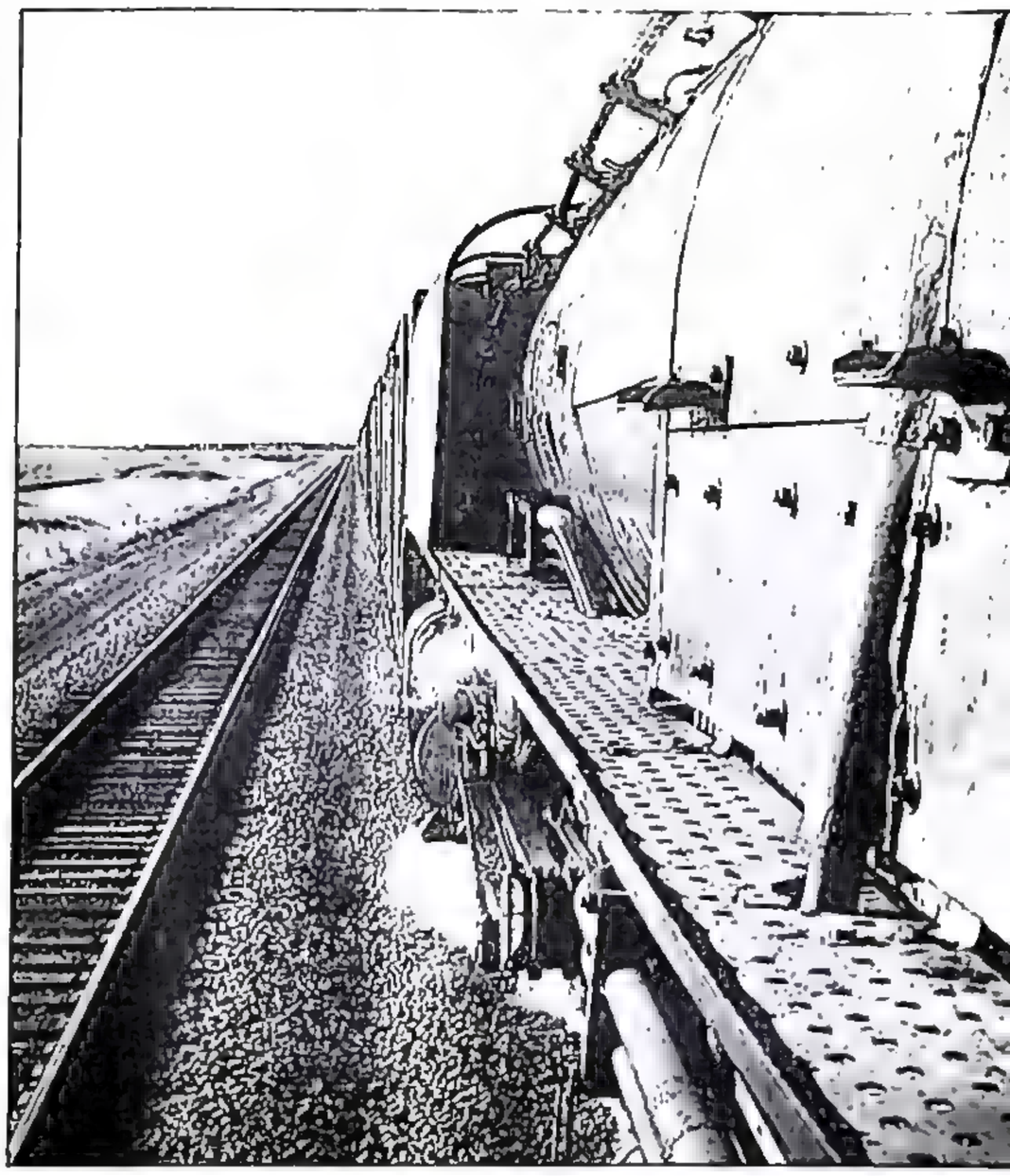
drops from green to green/yellow, and Bob acknowledges the warning whistle. Bob slows to 40, and way up ahead we finally see the next signal is a hard yellow. I acknowledge Bob's call, and he eases off some more on the throttle.

As we pass the yellow signal, we hear over the radio that the train ahead of us, NPST (North Platte-Stockton) has just stalled at the beginning of Archer Hill because his rear unit, 3222, has tripped a ground relay and will not recover load. Hearing that, Bob slows to a stop; the next signal is obviously red, and we may as well stay where we are until we know for sure where the NPST is and what he's going to do. So much for an early arrival in Cheyenne.

While sitting on the main, we're listening to the radio conversation as "Mr. Goodwrench" in Omaha is trying to talk the NPST's engineer through ". . . rebooting the system by cycling the control breaker on the 3222 so the load will come back." The steam crew gets a kick out of that, because the 3222 is an SD40-2, and there's no computer to reboot!" This may take a while.

After a lengthy pause, the dispatcher asks the NPST's engineer if he has tried to start the train using the two big GE's he's got left (Dash 8-40C's 9111 and 9122). The engineer responds that he tried but only succeeded in rolling backwards 15 carlengths before he got stopped again.

Eastbounds are coming at us on the double track like streetcars, and looking back we can see at least two headlights behind us. The NPST is already beginning to plug up the railroad.



THE EXHAUST SOUND was awesome as 844 shoved the 136-car, 11,620-ton NPST up Archer Hill. Engineer Bob Krieger (**right**) had the throttle wide open as fireman Jack Wheelihan snapped his photo.

FEF-3 = SD40-2?

I can't sit quiet any longer. I yell over to Bob, "Y'know we might not have the tractive effort of an SD40-2, but we've got a lot more horsepower!"

Bob thinks this over for a minute and then picks up the radio mic and asks Steve Lee back in the tool car what he thinks about helping the NPST up the hill from the rear. Steve responds that it's okay with him, but we should check our fuel and water. Bob looks at me, and in a shot I'm up on the tender . . . only down a quarter on both water tanks and over 3500 gallons of fuel left out of 6000. "Plenty of fuel and water — lets do it!" I yell down into the cab. Steve's response on the radio is to hold tight. He'll get the dispatcher on his cellular phone and see if Omaha is agreeable.

We wait. But it doesn't take long, and Steve is back on the radio telling Bob to get down and swing the front coupler out. Steve is heading for the cab as the dispatcher gives us authority to stop and proceed past the red signal and ease up behind the stalled NPST. Bob gets us rolling westward up the hill and around a long right-hand curve. We stop at the signal and then proceed another 50 carlengths to the rear for the NPST. We remove the EOT device, couple on and make an air test.

Bob calls on the radio to UP 9111 (head end of the NPST) and gives him the code number of *our* rear end device and tells him that the air is cut in to our train and the brake valve on the 844 is now cut out for helper service. Thus, the 9111's engineer will have complete control of the entire train's braking and will be able to monitor the rear end brake pressure from our rear end device.

The 47th notch!

Bob eases the 844's throttle open, and she begins to lean against the rear of the NPST — very little forward movement takes place, since the brakes are still set, except for the 844's engine brakes, which Bob has kept bailed off. The head end engineer radios that he is releasing the brakes and starting to pull. Bob now has the 844's throttle full open and has 300 pounds in both cylinders — with still no movement.

As the train brakes release, 844 ever so slowly moves forward. One foot . . . two feet . . . three feet . . . and stops without making a sound. We've taken up the slack in the rear of the train.

The radio barks, "UP 9111 to UP 844, I'm in Throttle 4, how're you doing?"

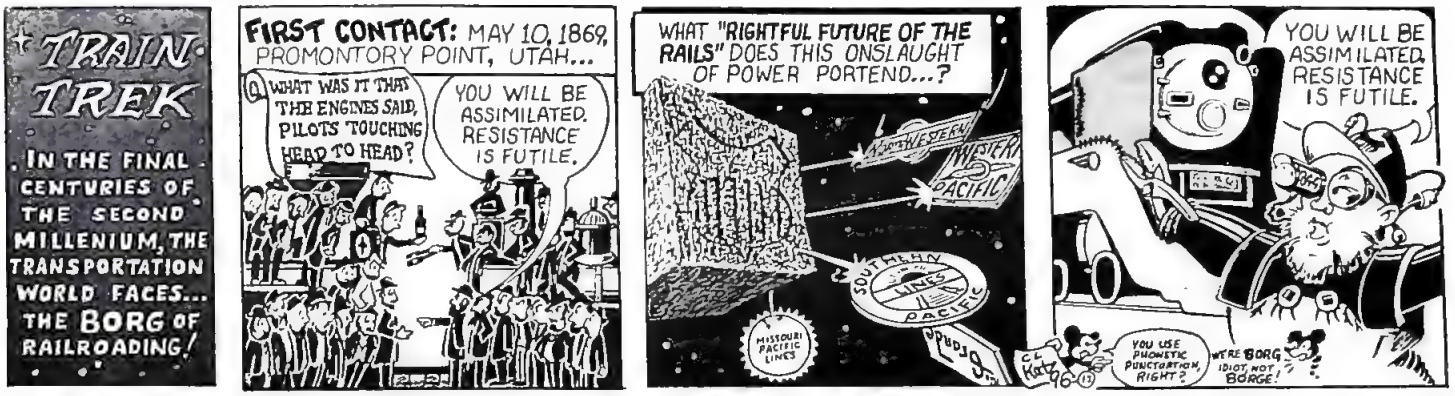
"UP 844 to UP 9111; I'm in Notch 47 and still not moving, over."

Pause. "Aah, UP 9111 to UP 844; what was that? Over."

Bob laughs and answers, "UP 844 to UP 9111; this steam engine has 47 throttle notches, and I've got her wide open, and we're not moving yet. Over."

The 9111 responds that he is advancing his throttle more and we should move.

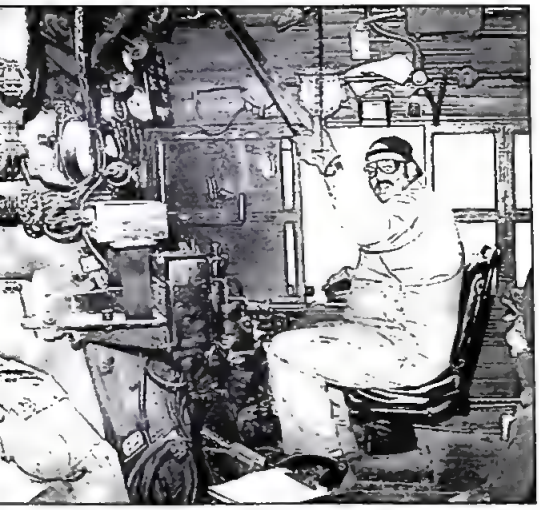
Okay: movement! Finally, almost imperceptible, but 844 is moving forward. Since the big spool valves are traveling so slowly, the first exhaust is really just a long whooshing sound. After what seems like another ten minutes comes another long whooshing exhaust. And another. Those 80-inch drivers make for a great deal of wheel rotation and corresponding forward movement between exhausts. But don't let anybody tell you that high-drivered engines are inherently slippery — this engine was laying in there with full pressure and a


TRAIN TREK
IN THE FINAL CENTURIES OF THE SECOND MILLENIUM, THE TRANSPORTATION WORLD FACES... THE BORG OF RAILROADING!
FIRST CONTACT: MAY 10, 1869, PROMONTORY POINT, UTAH...
WHAT WAS IT THAT THE ENGINES SAID, PILOTS TOUCHING HEAD TO HEAD?
YOU WILL BE ASSIMILATED. RESISTANCE IS FUTILE.
WHAT "RIGHTFUL FUTURE OF THE RAILS" DOES THIS ONSLAUGHT OF POWER PORTEND...?
NORTHWESTERN
WESTERN PACIFIC
SOUTHERN PACIFIC LINES
MISSOURI PACIFIC LINES
YOU WILL BE ASSIMILATED. RESISTANCE IS FUTILE.
YOU USE PHONETIC PUNCTUATION, RIGHT?
WE'RE BORG IDIOT, NOT BORGE!

wide open throttle and delivering every stroke directly to the rail! This is the first time I have *ever* seen the 844's throttle on the peg, even during fast running or photo runby acceleration.

Gradually the speed increases, and 844 really begins to bark. The UP twin-stack design produces a deep ear-splitting *BANG* as we accelerate to one mile per hour . . . then two m.p.h. . . . then three.

TWO PHOTOS JACK WHEELIHAN



With the *heat* of the 300 p.s.i. superheated steam warming the cylinders, she continues to gain speed. We're above 5 m.p.h. and climbing steadily when the radio lights off again. "Sidney Sub Dispatcher to UP 9111, are you on the move yet? Over."

The head end replies, "UP 9111 to the Sidney Sub Dispatcher; yes, we're moving okay now. Over."

There's a pause, and then: "Sidney Sub Dispatcher to UP 844; how're you doing? Over."

The 844 by now is *really* loud and hot, and the stack is just deafening. Bob simply grabs the radio mic, holds it way out the window, pointed toward the stack and keys it. He holds it for a good 15 seconds and then brings it back inside to say, "How's that? Over."

The 844 has spoken. The dispatcher comes back on laughing, "Sounds good to me! Thanks. Out."

E.T., phone home

While all this is going on, Steve Lee, standing beside Bob, reaches into his jacket for his cellular telephone. As he is dialing, he walks out back onto the gangway. He says something into the phone and then holds it out, pointed toward the stack. Sounds like Omaha headquarters is getting a first-hand report via voice-mail.

The big Alco is still accelerating when she suddenly slips furiously. Bob is ready and slaps off the throttle, as I back down the fire. The inertia of the running gear at such a low track speed keeps her spinning a couple more revolutions. As soon as she settles down, Bob has the throttle open again, and I force the fire back against the draft as Bob eases her up to full throttle.

I note with satisfaction that Bob's partner in the "official" UP video crew, Steve Watrous, was right there at the slip. The 1997 excursions should have videos of this move for sale in the concession car!

We are still building up speed as the 844's horsepower goes to work. She finally tops out at about 20 m.p.h. and operating beautifully when the radio starts again. "UP 9111, this is the dog catcher crew; where do you want to change out? Over."

Just great. The head end crew goes dead at 3:30 p.m. Mountain Time, and it's already after 3:00 o'clock. "Will we make the top of Archer Hill first?" I ask Steve. He smiles and shakes his head no.

Dandy. Now we have to stop and restart this all over again on the steepest part of Archer Hill (.67% westbound).

Encore!

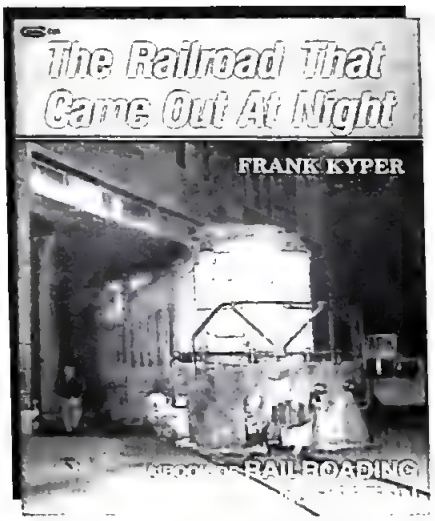
Sure enough, we stop to change crews on the head end and then start pushing again against the standing train with the throttle wide open — at least we can sit with the steam at full throttle and not stall-burn the d.c. traction motors like the diesels up front would do. We get going again, but there's no 20 m.p.h. this time. The NPST turns out to have 85 loads and 51 empties: 136 cars at 11,620 tons!

At Archer the train stops, and we cut off and replace the NPST's original rear end device. Bob gives the new engineer the old code numbers, and the NPST pulls away from us, headed downhill to Cheyenne. The dispatcher crosses us over to the eastbound main, and we head for the Cheyenne yard to put our pig flats away and then go to the steam shop. Good timing; the sun is just setting behind Sherman.

The 844 darned sure earned her keep today, helping to free up the busy UP main line. We checked the fuel while stopped at Archer and discovered that she had used 900 gallons in approximately 16 miles of helper service — that's a little over 56 gallons of No.5 fuel oil per mile! She may have an appetite, but what a magnificent voice!

Just ask the dispatcher in Omaha.

The Railroad That Came Out At Night
FRANK KYPER



This book offers a fascinating look at Boston railroading by Frank Kyper, well known author, writer, railfan. In Kyper's own words, "put simply, (this book)...chronicles my perspective of selected pockets of Greater Boston railroadin' between about 1957 and 1977 - complete with numerous flashbacks to earlier years and to a previous century." B&M, Fore River, Union Freight South Station, Flying Scotsman, etc. Filled with wonderful trackside photos of the Boston area this book is easy to read and enjoyable.

(C00065)...12.95 + P&H

ORDER BY CALLING:
1-800-474-6995
HAVE CREDIT CARD READY

Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

Carstens BOOK DEPOT

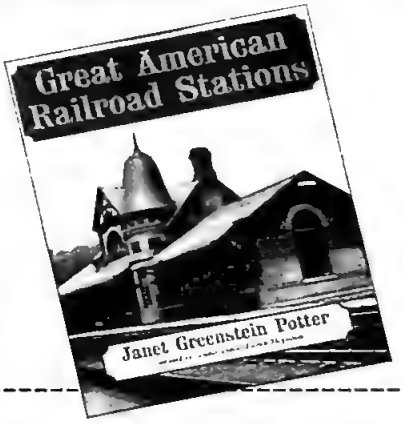
Alaska's Wilderness Rails (A15127), Brovald. History and photos of ARR. 102pp soft $9.95
Along the East Broad Top (A12606), Heimburger. Vintage photos and history. 248pp hard $41.95
American Locomotives in Historic Photos (A14400), Ziel. A sampling of steam power. 130pp soft $12.95
America's Workhorse Locomotive: the 2-8-2 (A13428), LeMassena. Pictorial summary. 80pp soft $14.95
Appalachian Coal Mines & Railroads (A17292), Dixon. B&W pics and drawings of mines, cars, etc. 74pp soft..$15.95
Appalachian Crossing (A17277), Huddleston. C&O, N&W and Virginian in the mountains. 66pp soft $12.95
Baltimore & Ohio Heritage 1945-1955 (C52), Krause & Crist. Steam/diesel action in black & white. 48pp soft .. $7.95
Baltimore's Light Rail, Then & Now (A13430), Harwood. Fabulous B&W photos, maps and history. 96pp soft...$15.95
B&O's East End: "Neck of the Bottle" (A17051), Hollis & Roberts. Harpers Ferry to Cumberland. 224pp hard....$50.00
B&O E-Unit Diesel Passenger Locos (A17290), Nuckles. Photos, plans, history and rosters. 78pp soft.....$15.95
B&O Great Photos...A Pictorial (A17050), Roberts. From steam to CSX, in color & black white. 206pp hard.....$40.00
B&O Power 1829-1964 (A14107), Sagle & Staufer. 9th printing of an epic volume, 100s of photos. 350pp hard $50.00
Beauty of Railroad Bridges (12031), Cook. History of trestles and bridges, with more than 250 illustrations. 208pp hard ..$44.95
Bessemer & Lake Erie Railroad in Color (A14290), Lorenzo & Clark. B&LE diesels past and present. 128pp hard $49.95
Before Guilford (A15901), Cook. 160 great color photos of D&H, B&M, MEC. 128pp hard $39.00
Burlington Northern into the 90s (A15652), Shine. A motive power pictorial. 208pp hard $48.00
Burlington Route Color Pictorial Vol. 1 (A15655), Holck. CB&Q in steam-to-diesel transition. 128pp hard $49.95
By Streamliner New York to Florida (A13814), Welsh. Passenger trains to the Sunshine State. 144pp soft.....$39.95
Cabooses of the N&W (A14460), Bowers & Brewer. 200 photos and history from N&W to NS. 236pp hard $49.50
California Railroads (A12040), Fickewirth. Encyclopedia of railroads, interurbans, etc. 200pp hard $46.95
Cape Cod Railroads (A15550), Farson. Rare, in-depth look at New England's unremarked lines. 336pp hard $39.95
Cascade Division (A17070), Burwash. B&W photos of BN and Milwaukee Road in Washington. 128pp hard $39.95
Cass Scenic Railroad of West Virginia (A00908), Kramer. Saga of a logger. 40pp soft $8.95
The Challenger Locomotives (A14000), Kratville. B&W album on UP's big articulateds. 144pp hard $35.00
Change at Ozone Park (A16862), George. Illustrated history of LIRR's Rockaway branches. 80pp soft $18.95
Chessie the Railroad Kitten (A17275), Dixon. The many lives of C&O's top cat. 64pp soft $11.95
Chicago, Burlington & Quincy in Color, Volume 1 (A14293), Spoor. CB&Q's Lines East in the 1950s. 128pp hard $49.95
Chicago Great Western (C39), Hastings. Iowa in the merger decade. 82pp soft $12.95
The Circus Moves By Rail (C00084), Parkinson & Fox. Complete story of circus trains. 392pp soft.....$39.95
The Circus Moves By Rail (C00085), Parkinson & Fox. Complete story of circus trains. 392pp hard.....$54.95
Circus Trains, Trucks & Models (C70), Carstens. Photos, stories and memorabilia. 52pp soft $12.95
Coal, Cinders and Parlor Cars (A16026), Colo. RR Museum. Colorado passenger trains. 236pp hard $39.95
Colorado & Southern (A13803), Grenard. A pictorial of the standard gauge. 68pp soft $13.95
Colorado Memories of the Narrow Gauge Circle (C59), Krause&Grenard. B&W action pictorial. 130pp soft $15.95
Commuter Trains to Grand Central Terminal (A13420), Nelligan. Contemporary and vintage action. 68pp soft . $7.95
Connecticut Company's Streetcars (C00082), Kramer & Wadhams. Black & white photos, rosters. 96pp soft ... $21.95
Connecticut Company's Streetcars (C00083), Kramer & Wadhams. Black & white photos, rosters. 96pp hard . $26.95
Conrail, Volume 2 (A16904), Hartley. 1983-1990 operations in color. 112pp hard $39.95
CSXT Diesel Locomotives & Predecessors in Color (A17287), Nuckles. With rosters. 64pp soft $19.95
Cumberland & Pennsylvania Railroad (C63), Mellander. B&W pictorial on WM's coal carrier. 64pp soft $9.95
Delaware & Hudson in Color Vol.1 (A14275), Sweetland. Great pre-Guilford pictures. 128pp hard $45.00
Delaware & Hudson in Color Vol. 2 (A14287), Plant & Plant. The final years before Guilford. 128pp hard $49.95
Diesel Locomotive Rosters (A16306), Reich. Traces pre-1970s units for nearly 500 railroads. 182pp soft $24.95
Dining by Rail (A00803), Porterfield. History & recipes from the great of rail cuisine 384pp hard $35.00
The Dixie Line (C00087), Castner. History, photos and maps of the NC&SIL in steam and diesel days. 96pp hard ..$26.95
East Broad Top: Slim Gauge Survivor (A15909), Mellander. All-color album of regular-service EBT 126pp hard $48.00
Electric Trains to Reading Terminal (A17250), Coates. Reading Co. in Philadelphia. 112pp soft $17.95
EMC's FT (A16135), Diesel Era. Extensive, illustrated coverage of the "revolutionary diesel." 130pp soft.....$24.95
Erie Lackawanna East (A13424), Zimmermann. EL in Penn., New York, New Jersey. 80pp soft $9.95
Erie Lackawanna in Color Vol.1 (A14251), De Young. Diesel scenes on the ¸West End., 128pp hard $45.00
Erie Lackawanna in Color Vol.2 (A14273), De Young. Diesel scenes in New York State. 128pp hard $45.00
Erie Lackawanna In Color Vol. 3 (A14286), De Young. Lines south and east of Binghamton. 128pp hard.....$49.95
Erie Memories (A13429), Crist. Over 200 B&W photos plus maps, grade profiles, rosters and more. 260pp hard....$39.95
Erie Railroad in Color (A14259), Sweetland. All-color steam and diesel coverage. 128pp hard $45.00
Extra South (C53), H. Reid. Second Edition of classic study of Southern railroading. 144pp soft $21.95
The Final Years NYO&W (C61), Krause & Crist. Reprint of a fine NYO&W pictorial. 98pp soft $15.95
Forty Feet Below (A12617), Moffat. The story of Chicago's freight tunnels. 84pp soft $13.95
The Gilpin Gold Tram (A12613), Ferrell. Colorado's unique two-foot mine railroad. 120pp hard $32.95
Golden Decade of Trains: 1950s in Color (A14266), Malinoski. Classic imagery across North America. 128pp hard $45.00
Grand Trunk Heritage (C66), Hastings. Enlarged Edition of New England GT pictorial. 66pp soft $11.95
Great Rail-Trails of the Northeast (A17020), Della Penna. 26 biking trails in New England. 222pp soft.....$12.95
The Great Yellow Fleet (A12028), White. Illustrated history of railroad refrigerator cars. 162pp hard.....$45.95
Hard Coal Carriers Vol.1: First Generation Geeps (A16863), Bernet. GPs in the Northeast. 80pp soft.....$19.95
Hard Coal Carriers Vol.2: Camelback Twilight (A16864), Bernet. CNJ's early passenger locos. 96pp soft.....$19.95
Hoboken's Lackawanna Terminal (A13423), Scull. Many rare photos. 96pp soft $12.50
Horseshoe Curve Remembered (A00912), Kramer. Color and B&W pix of the curve in all eras. 16pp soft.....$3.95
Horseshoe Heritage (A16133), Cupper. Photos, maps and history of PRR's rail landmark. 56pp soft $7.95
Hudson & Manhattan Railroad Revisited (A14205), Carleton. 230 photos, 12 maps and more. 128pp hard $29.95
Ida Was a Tramp (C78), Quinby. Steamship and railroad lore intermixed. 278pp hard $12.00
Illinois Central: Monday Mornin' Rails (A13812), Boyd. Personal pictorial from the pre-ICG years. 128pp hard.....$49.95
Illinois Central Streamliners 1936-1946 (A17296), Somers. Photos, plans, rosters and more. 108pp hard.....$19.95
Interurban Interlude (C76), Quinby. History of North Jersey Rapid Transit. 92pp hard $16.95
The Jersey Central (A16853), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft $6.00
Jersey Central Lines in Color (A14250), Brennan. From NYC to Scranton, mostly 1960s scenes. 128pp hard . $45.00
Jersey Central Story (A14211), Carleton. Locomotive history in black & white photos. 224pp hard $37.95
Jersey City Westbound (A15750), Henderson. CNJ in more than 115 color images. 88pp soft $29.95
Katy Diesels to the Gulf (A13806), Lamb. Big, beautiful black & white pictorial. 108pp soft $39.95
Lackawanna Heritage 1947-1952 (C69), Krause & Crist. Memorable black & white photos. 48pp soft $8.95
Lackawanna Railroad in Northwest New Jersey (A16203), Lowenthal & Greenberg. 244pp hard $39.95
Lake Michigan's Railroad Car Ferries (A13810), Zimmermann. Great color and B&W pics. 64pp soft $24.95
Lehigh & New England (C81), Crist & Krause. Great B&W photos and detailed maps. 80pp soft $13.95
The Lehigh & New England Railroad (A15701), Lilly. L&NE steam and diesels in color. 136pp hard $45.00
Lehigh Valley in Color (A14257), Yanosey. 222 great photos of this most colorful railroad. 128pp hard $45.00
Lehigh Valley in Color Vol.2 (A14264), Yanosey. Terrific action and terminal scenes. 128pp hard $45.00
Lehigh Valley Railroad (A12614), Archer. Detailed history, more than 600 photos, maps 372pp hard $44.95
Lehigh Valley Railroad New York Division (A15705), Bednar. Diesel action in color. 138pp hard $52.50
Lehigh Valley R.R. Passenger Cars (A16854), Mickey & Warfel. 64 17" x 11" pp soft $13.95
Light Rail Transit on the West Coast (A13425), Demoro & Harder. Contemporary pictorial. 96pp soft $13.95
Locomotive Coaling Stations (A17276), F-M. Photos and superb drawings of coal structures. 32pp soft $6.95
Memories of N&W Power (A14212), Carleton. Steam and a few diessels in black & white. 176pp hard $34.95
Memories of O&W Power (A14204), Carleton. Black & white photos, steam and diesel. 72pp soft $10.95
Middletown: Home of the O&W (A12300), B&W photos, track charts, station plans of rural N.Y. town. 102pp soft $17.00
The Mighty 800s (A14001), Kratville. Story of the UP 4-8-4s. 144pp hard $35.00
Morristown & Erie Ry. (A16858), Pennisi. Pictorial study of modern M&E. 48pp soft $8.95
Motive Power of the Union Pacific (A14005), Kratville & Ranks. Steam and early diesels. 327pp hard.....$52.50
Narrow Gauge...Then and Now (A14500), Gildersleeve & Huxtable. DRGW, C&TS, D&S in color. 48pp soft $14.95
Narrow Gauge to the Hills (A17095), Mead. Glimpses of narrow gauge on four continents. 128pp hard $20.00
New Haven Division: Murray Hil to Cedar Hill (A15100), Sherry. An NYNH&H pictorial. 96pp soft $15.95
New York Central's Early Power 1831-1916 (A14106), Staufer. Over 800 photos and drawings. 350pp hard . $50.00
NYC's Great Steel Fleet (A17298), Doughty. NYC's streamliners in B&W and color, with full rosters. 120pp hard ..$22.95
NYC Lightning Stripes (A14258), Sweetland. An all-color New York Central pictorial. 128pp hard $45.00
NYC System Diesel Locomotives (A17293), Edson. Photos, plans and rosters of all models. 212pp hard.....$29.95
N&W Coal Car Equipment (A12612), Car plans and photos, route maps. 20pp soft $5.95
N&W Railway's Magnificent Mallets (A17285), Warden. The Y-Class 2-8-8-2s. 60pp soft $14.95
Norfolk Southern Diesel Locomotives (A17297), Toth. Model-by-model coverage, illustrated. 108pp hard.....$19.95
Norfolk & Western and Virginian Railways in Color (A17291), Reid. Steam and electrics. 100pp hard $33.95
Northeast Railroad Scene Vol.2: Lehigh & Hudson River (A16850), Pennisi. Pre-Conrail pics. 56pp soft $4.00
Northeast Railroad Scene Vol.6: Penn Central (A16857), Pennisi. Black diesels in black & white. 72pp soft $9.95
Northern New England Color Guide to Freight & Passenger Equipment (A14289), Sweetland, Horsley. 128pp hard.$49.95
Northern Pacific Color Pictorial Vol.1 (A15656), Shine. Steam and early diesels, by division. 128pp hard $49.95
Old Dominion Steam (A15501), Dixon. C&O steam pictorial. 64pp soft $12.95
On the Three Foot Gauge (A17097), Mead. RGS, D&RGW, EBT, Isle of Man and more. 104pp soft.....$17.95
The Overland Route (C60), Grenard & Krause. UP steam and early diesel, reprint. 82pp soft $12.95
Pennsy Diesel Power Review (A14213), Carleton. B&W shots of units in action system-wide. 224pp hard.....$44.95
Pennsy K4's Remembered (A00909), Kramer. B&W photos and history on legendary PRR 4-6-2s. 32pp soft $6.95
Pennsy Power III (A14109), Staufer, Edson & Harley. Covers 1847-1968, 1300 photos. 512pp hard $75.00
PRR Color Guide to Freight and Passenger Equipment (A14263), Sweetland & Yanosey. 128pp hard $45.00
PRR's Elmira Branch (A13811), Caloroso. Color and B&W photos, maps, complete history. 96pp soft $29.95
PRR Hudson to Horseshoe (A14292), Volkmer. 200 color pics of Pennsy steam, electrics and diesels. 128pp hard.....$49.95
Pere Marquette in 1945 (A15251), C&OHS. Detailed descriptions of entire system, w/photos. 78pp soft.....$12.95
Piggyback and Containers (A12041), DeBoer. Illustrated history of rail intermodal service. 192pp hard.....$47.95
The Putnam Division (A14425), Gallo & Kramer. The NYC in Westchester County. 80pp soft $14.98
R.R. Atlas (Vol. 1): Northeast (00953), Walker. Super-detailed maps. 74pp soft.....$22.95
R.R. Atlas (Vol. 2): California & Nevada (A00952), Walker. Super-detailed maps. 88pp soft.....$22.95
R.R. Atlas (Vol. 3): Colorado & Utah (A00954), Walker. Super detailed maps. 64pp soft.....$22.95
R.R. Atlas (Vol. 4): Arizona & New Mexico (A00955), Walker. Super detailed maps. 64pp soft.....$22.95

Railroad Photography: How to Shoot Like the Pros (A13808), Blaszak. Tips & pics. 64pp soft $24.95
Railroad Signatures Across the Pacific Northwest (A12622), Schwantes. Historic pictorial. 360pp hard . .$50.00
Railroad Stations of New England Today (A16855), Beauregard. B&M depot pix. 72pp soft $7.95
The Railroad That Came Out at Night (C65), Kyper. Railroading in and around Boston. 72pp soft $12.95
Rails Across the Tundra (A15126), Cohen. Illustrated history of the Alaska Railroad. 144pp soft $9.95
Rails Beyond the Rutland (C54), Jordan. Successors to the Rutland Ry. 76pp soft $12.95
Rails to San Francisco Bay (A13427), Demoro & Sappers. SP, WP, ATSF and interurbans. 96pp soft $15.95
Remember the Rock (A13801), Hastings. Outstanding black & white photos of CRI&P. 48pp soft $13.95
RF&P RR, The Capital Cities Route (A17294), Griffin. Lavishly illustrated history. 204pp hard $28.95
RF&P RR: Linking North and South (A15903), Mellander & Kaplan. Superb; 180 color photos. 128pp hard $42.00
Rio Grande Narrow Gauge Recollections (A12605), Norwood. True tales of the D&RGW. 272pp hard $41.95
Rock Island in Color, Volume 1: 1948-1964 (A14288), Stagner. CRI&P's exotic diesels, plus steam. 128pp hard $49.95
Route of the *Phoebe Snow* (A16861), King. Illustrated history of the DL&W. 184pp soft $24.95
Sand Patch: Clash of Titans (A17053), Roberts. B&O from Cumberland to Connellsville. 224pp hard... .....$50.00
Santa Fe 1940-1971 in Color Vol.1 (A14269), Stagner. Vintage power, Chicago to Kansas City. 128pp hard $49.95
Santa Fe 1940-1971 in Color, Volume 4 (A14291), Stagner. Action in Texas and west to California. 128pp hard.... .$49.95
Santa Fe Streamliners (A13422), Zimmermann. *Super Chief* to Amtrak. 112pp soft $17.95
Seaboard Coast Line Railroad (A17295), Nuckles. Motive power and operations with 200 photos. 112pp hard.....$19.95
SP in the West, Part 1: Hard Road to Promontory (A17071), Fox. Overland Route in B&W. 80pp hard .. .$34.95
Steam Spirit (A15876), Huxtable & Shultz. Color album of NS excursion locos. 32pp soft $6.95
Steam, Steel & Limiteds (A14002), Kratville. Illustrated history of steam-powered passenger trains. 422pp hard...$55.00
Stories From the Two Foot Gauge (A17096), Mead. Tiny trains in Maine, Wales and Africa. 84pp soft $17.95
Subway to the World's Fair (A00910), Kramer. NYC transit lines that served the 1939 fair. 32pp soft $7.95
Super Chief: Train of the Stars (A12036), Repp. History of Santa Fe's premier train. 256pp hard $39.95
Susquehanna (C80), Krause & Crist. B&W photos of steam and early diesels on the NYS&W. 98pp soft $15.95
Tail Tales of the Rails (A17013), Lonon. Memoirs from the Clinchfield, with photos. 223pp hard 223pp hard $19.95
Tehachapi (A12023), Signor. SP and ATSF over the mountains and 'round The Loop. 278pp hard.....$48.95
The *20th Century Limited* 1938-1976 (A17286), Cook. 200 photos, rosters and more. 154pp hard $25.95
Those Magnificent Trains (A15600), Dillefsen. Color pics and short stories. 88pp soft $14.95
Ticket to Silverton (A15500), Crist, Grenard & Krause. Silverton pictorial. 48pp soft $9.95
Time of the Trolley (A12017), Middleton. From horsecars to light rail, more than 360 illustrations. 240pp hard.....$42.95
Timetable Treasury (A16307), Wayner. North American schedules and consists. 170pp soft $19.95
Touring Pittsburgh by Trolley (A13426), Smith. Pictorial review from the early 1960s. 88pp soft $14.95
Traction Classics Vol. 2 (A12027), Middleton. Parlor, dining, sleeping and high-speed cars. 184pp hard.....38.95
Train Country (A12620), MacKay & Perry. Illustrated history of Canadian National Railways. 192pp soft.....$24.95
Trains of America (A12607), Heimburger. Color coverage of steam and early diesels. 204pp hard $44.95
Trains of Northern New England (A13405), Krause & Bailey. B&M, MEC, CV and Rutland steam. 96pp soft $8.95
Tweetsie Country (A17012), Ferrell. Illustrated look at East Tennessee & Western North Carolina. 232pp hard $32.50
Tweetsie, the Blue Ridge Stemwinder (A17011), Scheer & Black. More history on ET&WNC. 80pp hard $12.50
26 Miles to Jersey City (A16856), Komelski. Pictorial of CNJ depots. 62pp soft $8.95
Twilight on the Narrow Gauge (A13412), Kramer. Rio Grande photos by Krause. 64pp soft $8.50
Uintah Railway (A12621), Bender. Fine photos and detailed history of "The Gilsonite Route." 240pp hard.....$39.95
Union Pacific Official Color Photography Book I (A14284), LeMassena & Yanosey. Rare gems. 128pp hard.....$49.95
Union Pacific Streamliners (A14004), Ranks & Kratville. Giant, illustrated coverage. 592pp hard.....$62.50
Vermont's Granite Railroads (A12208), Jones, Maxfield & Glove. More than 300 photos, maps. 276pp hard $34.95
Victory Branch R.R. of Vermont (A12611), Hopper. St.J&LC's timber-hauling line. 32pp soft $9.95
Virginian Railway Locomotives (A17288), Lewis. History, photos, drawings and more. 76pp soft $15.95
The Virginian Era (A17282), Lewis. Steam and electrics hauling coal, B&W photos, maps, etc. 60pp soft $14.95
West From Omaha (A16705), Pfeifer. Oversize color album of classic Western railroading. 208pp hard.....$59.50
West Virginian Logging Railroads (A17289), Warden. B&W photos, maps, rosters and full histories. 108pp hard....$19.95
White Pass and Yukon Route (A15125), Cohen. Historical photo coverage. 104pp soft $9.95

★★ NEW ARRIVALS ★★

Canadian Trains (A14501), Huxtable. Color photos of steam and diesel in Canada. 48pp soft $19.95
Chicago Surface Lines (A14452), Lind. History of Chicago's streetcar system. 496pp hard..... .....$35.00
Conrail's SD40 and SD40-2's (A16865), Bernet. Color pictorial of CR and predecessors. 48pp soft $19.95
Great American Railroad Stations (A14020), Potter. Classic surviving stations in all 50 states. 570pp soft $29.95
Metrolink Commuter Train System (A12045), Simburger. Guide to southern Calif. commuter rail. 222pp soft $15.95
Official Locomotive Rosters 1995-96 Edition (A17039), Kerr. Now includes lease fleets! Pocket size, soft.....$19.95
Limiteds Along the Lakefront (A14454), Lind. Illinois Central diesels and electrics in Chicago. 144pp hard.....$25.00
NYO&W in the Diesel Age (A13813), Mohowski. Operations and locomotives from the end of steam. 96pp soft.. ...$29.95
NYO&W: Milk Cans, Mixed Trains, Motor Cars (A15706), Mohowski. O&W and the dairy industry. 356pp hard... $62.50
Northwestern Pacific RR (A17074), Fox. Pictorial of NWP and successors since 1982. 112pp hard.....$38.95
President Travels by Train (A17299), Withers. Presidential rail travel from 1830 to 1996. 422pp hard.....$39.95
R.R. Atlas (Vol. 5): Great Lakes West (A00956), Walker. Super detailed maps. 80pp soft.....$22.95
Reading Diesels Vol. 2: Second Generation (A15707), Woodland. Diesels from 1962 to 1974 in color.....$60.00
Santa Fe: RR Gateway to Amer. West (A12046), Duke. ATSF history in California. 288pp hard.....$59.95
Story of California Zephyr (A13431), Zimmerman. Illustrated history of pore-Amtrak CZ. 104pp soft.....$19.95
Twin City Rapid Transit (A14453), Lind. Illustrated history of Minnesota streetcars. 96pp soft.....$12.50
Union Pacific Cheyenne West (A17073), Fox. Contemporary UP action in the mountains. 96pp hard.....$37.95
World of Steam (A14502), Huxtable. Color photos of contemporary steam around the globe. 48pp soft..... $19.95

To Order Call Toll Free
1-800-474-6995
24 Hours a Day.
(Please have credit card ready; this number is for orders only, not customer service.)
Or Fax Your Orders To Us:
1-201-383-4064



Carstens Publications, Inc. • P.O. Box 700 • Newton, NJ 07860

I've enclosed $ _____ in: ☐ check ☐ money order ☐ credit card (no cash please)

Please send books indicated below:

Title	Book #	Price

CHARGE TO: ☐ American Express ☐ Optima ☐ MasterCard ☐ VISA exp. ___/___/___

CARD # _____ SIGNATURE _____

NAME _____ STREET _____

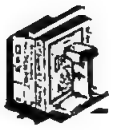
CITY _____ STATE _____ ZIP _____

Postage & Handling: U.S. $2 per book; Foreign $2 per book plus 20%; N.J. residents add 6% sales tax; Canadians add 7% G.S.T. Allow 4-6 weeks for delivery. Prices subject to change without notice.

D2H5

RAILROADIANA

by STEVE BARRY



What's New?

There are three new books that will appeal to anyone interested in New England's railroad history. First is **Boston's Depots and Terminals** by Richard C. Barrett, which details over 30 stations that have stood in the downtown and Back Bay areas since 1830. The 8½"×11" 226-page hardcover is profusely illustrated with black and white photos, artwork, timetables and maps. In addition to scenes of stations you'll also find yards, towers, ferries and rolling stock. The book is divided into two sections, one covering the North Side and the other focusing on the South Side and Back Bay. There are also five appendices, and North and South Stations each rate their own chapter. From the 1830s when nine different railroads established themselves in Boston through 1987 when the third Back Bay Station opened, this book answers just about every question on Boston's stations. It sells for $54.95 plus $3.00 handling (N.Y. residents add applicable tax) from Railroad Research Publications, 3400 Ridge Road West, Suite 5-266, Rochester, NY 14626-3495. Credit card users can call 800/205-8254.

If you want to do some hands-on (or feet-on) research of New England's rail history, **Great Rail-Trails of the Northeast** by Craig Della Penna will help you in your explorations. It describes 26 recreational trails suitable for biking, with a mile-by-mile guide to railroad archaeology and other points of interest along the way. It covers all six New England states, and the trails range from just a couple of miles in length up to almost 25 miles. The information on each trail includes its endpoints, how to get there, the type of surface on the trail, a local contact person and nearby bike rental/repair shops. The route descriptions are very railfan-friendly. The book is 5½"×8½" (small enough to slip into your bike bag), 222 pages softcover with numerous black and white photos of things along the route. It sells for $14.95 (handling is $2.00 for the first book, 75¢ for each additional) from New England Cartographics, P.O. Box 9369, North Amherst, MA 01059. VISA and Mastercard are accepted.

If more rustic rights-of-way are your thing, the second edition of **Lost Railroads of New England** is available. The book starts off with maps of the six New England states showing all abandoned and existing trackage as of 1994. A couple of chapters are devoted to a short history of the region's railroads along with a chapter on tracking down abandoned lines. The real meat of the book is a chronological list of all abandonments in the area starting with a three-mile Boston & Maine branch in 1848 through the Maine Central's 43.4 miles of its Mountain Division within the state of Maine in 1994. Each segment is assigned a number, which is keyed to the maps. If you're travelling through New England and stumble upon a path through the trees, this book will let you know if it's an abandoned line, where it went and who owned it. This valuable reference source is 6"×9" softcover with 167 pages, illustrated with a few black and white photos. It sells for $12.95 plus $3.00 handling (Mass. residents add $.65 tax) from Branch Line Press, 13 Cross Street, Pepperell, MA 01463.

Pacific Northwest Region Timetable

The BNSF and UP-SP mergers are just two of many changes that have come to the Northwest railroad scene in the past year. Helping to keep railfans current is **Pacific Northwest Region Timetable No. 4**, the latest edition of this title in the long line of railfan timetables produced by Rob Carlson and his team of editors at Altamont Press. Still in its familiar 4"×10½" format (fits in your shirt pocket, glove compartment or camera bag), this 80-page softcover is packed with more useful information on current railroad operations in Washington, Oregon and northern Idaho than you'll find in any other single source.

More than 50 pages are devoted to timetable graphs for BNSF, UP and SP lines in the three-state region, as well as regionals and short lines. Each graph lists stations, their milepost locations, speed zones, tunnels, detectors, radio frequencies specific to that line and much more. Then come eight pages of symbol lists for the three big roads (remember, SP hasn't changed over to UP practices yet), including

Switch List

CLASSIFIED ADVERTISING: 58 cents per word, minimum order $6.96. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 x 7, it's, etc.), numbers and address components as one word. Zip code free. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.38 per word, minimum $16.56.

ANNOUNCEMENTS

JACKSONVILLE, FLORIDA, February 15, 1997, Southeastern Railroadiana Collectors Eighteenth Annual Railroadiana and Model Train show. Over 300 tables. Jacksonville's Prime Osborn Convention Center, 1000 Water Street, 9 A.M. to 4 P.M. Tables $35.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 397

BOOKS & PUBLICATIONS

NEW RELEASE! Altamont Press has released Pacific Northwest Region Timetable #4. Fully revised to include new shortlines and BNSF merger. Complete with all railroads of Washington, Oregon and Northern Idaho for just $16.50! Other timetables: California $17.50, Rocky Mountain (CO/UT/NV) $16.50, Intermountain (MT/WY/CO) $15.50. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. Web Page: http://home.earthlink.net/~altamont/ 397

BACK ISSUES. Railroad, Railroad Model Craftsman, Trains, others. SASE for list. Alker, 1054 Mayflower Court, Martinsville, NJ 08836. 497

DOUBLE JACKS: The novel Gritty, realistic tale of railroading, by MofW engineer Michael McGinley. Postpaid $15.00. (CA add $1.07 tax) 2029 Verdugo, #143, Montrose, CA 91020. 497

KNAPKE LIVES AGAIN! Author of *The Railroad Caboose* is resurrected in retired SP engineer Dick Murdock's latest book, *Bill Knapke: A Railroad Legend*. 144 pages, illustrated. Authentic, nostalgic, historic. Send $15.00 to: Box 1346R, Ross, CA 94957. 497

THE RIDING RAILWAY NEWSLETTER. Covering the big gauges: 7 1/2" to 56 1/2". It's new and the first issue is free! No obligation. Free classifieds. Drop a postcard. Dept. C, PO Box 1483, Johnstown, PA 15907-1483. 597

TODAY'S RAILWAYS - the first English language magazine devoted entirely to the European rail scene. Each issue is packed with the latest news, rail developments, stock changes, and color photographs. For one year subscription (6 issues) send $35.00, check payable to: Wise Owl Publications, 4314 W. 238th Street, Dept. RR, Torrance, CA 90505-4509. 310-375-6258. 497

THE BANSHEE TRAIN - by Odds Bodkin, Illustrated with 20 paintings by Ted Rose, now in paperback, $5.95, hard $14.95. Clarion Books. Ask your bookseller. 697

ALLIED MILITARY LOCOMOTIVES OF THE SECOND WORLD WAR: 8x12, hardcover, 300pp, photos, maps, rosters. Steam, diesels built for US, British military, used worldwide. $55.00 ppd. The Map Factory, Box 12629, Seattle, WA 98111-4629. 397

FOR SALE

OLD STOCK CERTIFICATES! Catalog plus three beautiful certificates, $4.95. Ken Prag, Box 14817RR, San Francisco, CA 94114. 1297

FOR SALE: 300 Chesapeake & Ohio Historical Society magazines, December 1970 thru March 1996. Best offer plus shipping. Jim Semon, 24896 Tricia Drive, Westlake, OH 44145-4922. 216-979-0831, after 7 P.M. 397

TRACKSIDE HOME FOR SALE in executive neighborhood on former Monon (present day route of Amtrak's Cardinal) just 30 miles from Chicago, four bedrooms, three baths, three car garage, three fireplaces. Only 6 years old! Potential in-law arrangement on lower level, $264,900.00. Call Carlos Aburto at McColly Realtors, 219-838-9222. 397

2-4-0 LOCOMOTIVE, 20 1/2 GA., $12,000.00. Can be run by motor or hydralic. Clayton Reckart, 157 Crellin Mine Rd., Crellin, MD 21550. 304-334-4573. 397

MISCELLANEOUS

THE STATION INN, 827 Front St., Cresson PA 16630. A trackside B&B, 10 miles west of Horeshoe Curve. SASE for flyer. 697

RAILROAD ART

TED ROSE WATER COLORS - Classic and contemporary subjects available. Commissions considered. Contact: Ted Rose, PO Box 266, Santa Fe, NM 87504. 505-983-9481. 997

RAILROAD AUCTIONS

APRIL & OCTOBER: America's Premier Railroadiana auctions are conducted twice yearly by the Depot Attic. Consign your quality items. One piece to an entire collection. Highest possible prices realized with competitive consignment rates means larger returns for your collectibles. Mail bids accepted. Benefit from the knowleidge and experience of America's largest and oldest Railroadiana firm. Information: Depot Attic, 377 Ashford, Dobbs Ferry, NY 10522. 914-693-5658. 1097

RAILROAD CALENDARS

1997 HISTORIC OKLAHOMA RR CALENDAR - Rock Island, Santa Fe, Frisco, six others. B&W, by Central Oklahoma Chapter, NRHS. Send $6.00 postpaid to: CORC, 2936 Bella Vista, Midwest City, OK 73110. 397

separate lists for BNSF grain trains. The BNSF intermodal and freight lists even indicate which days of the week they operate.

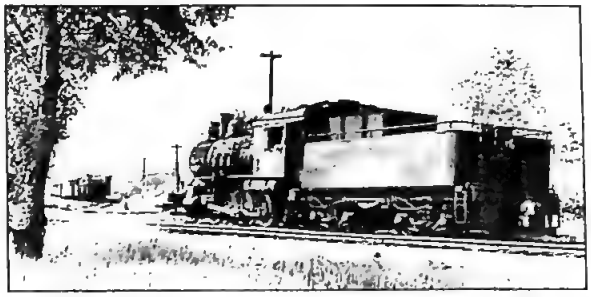
Four pages of radio frequencies cover all the road and yard channels, PBXs (MRAS channels on BNSF), dispatchers links and other channels, and there's a handy table for conversion of frequencies into the two-digit AAR channel designations. Toward the back are a four-page locomotive roster for the Northwest region, Special Instructions and Amtrak schedules.

Printed in full color in the middle of the timetable are three pages of signal and sign descriptions, plus five pages of maps. Among the maps (all with color-coded rail lines) are a two-page overall view of north Idaho, Washington and Oregon, and detailed views of Portland, Seattle, Eugene, Tacoma, Spokane and the Tri-Cities of Pasco, Richland and Kennewick, showing yards, junctions, towers and passenger stations.

As always, the *Pacific Northwest Region Timetable* is a terrific bargain at only $15.00 plus $1.50 shipping from Altamont Press, P.O. Box 754-R, Modesto, CA 95353 — BRUCE KELLY.

next in month RAILFAN & RAILROAD

• **THE DULUTH & NORTHEASTERN:** Steve Glischinski gives us a look at the Minnesota short line that gained fame as a steam survivor and still serves the Cloquet mills with diesels.



APRIL 1997 ISSUE ON SALE MARCH 1

Last Call for 1997 Calendars

The final two 1997 calendars we will review include one slick "commercial" product and one historical society production.

On the slick side is the ***Trains* 1997 Calendar** with scenes including a Cumbres & Toltec Scenic rotary snowplow, NJ Transit commuter trains in a blizzard, "Clinchfield 676" 4-6-6-4 on a Santa Claus train, Santa Fe warbonnets in Abo Canyon, Susquehanna stacks on the Southern Tier and more. This calendar produces more than its share of "*oohs*" with each turn of the month. In all, there are 13 large color photos. It folds out to 13"×22" and sells for $12.95 plus $3.00 handling (Canadian addresses add $5.00 handling; Wisc. res. add 5% tax; Va. res. add 4.5% tax; Mich. res. add 6% tax) from Kalmbach Publishing Company, 21027 Crossroads Circle, P.O. Box 986, Waukesha, WI 53187-0986; credit card users can call 800/533-6644.

The Ann Arbor Railroad 1997 Calendar from the Ann Arbor Technical & Historical Association has 13 black-and-white scenes including GP38s in Milan yard, a 1940s view of the Durand depot, an Alco S1 shifting cars, a passenger train at the coaling tower in Ann Arbor, a Ten-Wheeler at the Owosso roundhouse and more. It folds out to 11"×17"; contact the AART&HA at P.O. Box 51, Chesaning, MI 48616-0051 for ordering information.

1997 LONG ISLAND RAILROAD CALENDAR - Announcing the Twelfth Annual LIRR Calendar by the Long Island Sunrise Trail Chapter, NRHS. Featuring 14 spectacular photos taken all around Long Island of steam, vintage diesel, electric trains and current railroading in a new and larger 9x12 inch all color format. $8.95 each plus $2.50 shipping and handling, total $11.45. NYS residents add 92 cents sales tax. LIST-NRHS, PO Box 507, Dept. 2, Babylon, NY 11702-0507. 397

1997 LONG ISLAND RAILROAD CALENDAR, historical images in classic black and white, and now with important dates of the LIRR included. $6.50 plus $1.95 S/H. Railroad Museum of Long Island, Calendar Chairperson, Dept. C, 18 Second St., Ronkonkoma, NY 11779. 597

RAILROADIANA

DINING CAR CHINA, glasses, silver, cloth. Annual Reports, books, magazines, menus, passes, playing cards. Tickets, timetables, tokens, rules, stock certificates, etc. 55 cents in stamps on #10 SASE brings big list! James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 198

RAILROAD LIQUIDATION: Railroad books, trains orders, maps, employee and public timetables, photos, negatives and slides 600,000 plus, representing US and abroad. For inquiries, call Denny at 410-247-0396 or Dot at 410-788-2970. Dating from 1850's to present. Residence in Balto, MD. Will not accept collect calls. 697

BUYING OFFICIAL GUIDES from 1930's, 1940's. State date, condition, price. Wright, 4 Fairway Lane, Littleton, CO 80123-6670. 497

RAILROAD STOCKS AND BONDS, perfect for framing. Great gift for the hobbyist. Beautiful train vignettes. Free price list. Eric Drum, PO Box 266, Perrysburg, OH 43552-0266. 497

RAILROAD PHOTOS & SLIDES

SLIDES: Quality, original Kodachrome slides of Northeast railroads, including Class 1's, commuter roads, shortlines and industrials. AMT, BAR, B&M, CSXT, CR, D&H, GTI, MEC, MNCR, NJT, NYS&W plus many others. Send $1.00 for list and sample slide to: Richard Louderback, 717 Polk Avenue, Trenton, NJ 08648. 497

QUALITY DUPLICATE COLOR SLIDES: Twenty slides per set, $12.00. Sets include Amtrak Heritage, ATSF, BN, CB&Q/C&S, CRIP, DRGW, Frisco, Katy, KCS, Milwaukee, Mopac, SP and UP. List and sample $1.00. Trackside Slides, Dept. RF, 245 SE Robin Road, Bartlesville, OK 74006-2120. 497

25,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberta Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 3TF

VINTAGE SLIDES from Rail Junction. Quality duplicate sets of ATSF, KCS, MKT, RI, SP, SLSF, SP Daylight; caboose and freight cars too! 20 page catalog and sample $1.00 to: Rail Junction Slides, PO Box 177091RF, Irving, TX 75017-7091. 497

TRACTION NEGATIVE AUCTION: $5.00 for 21 page Mid-Atlantic state listing. Deadline 4-30-97. Rohrbeck, 1003 North Chester Road, West Chester, PA 19380-6021. 397

RAILROAD POSTCARDS

RAILROAD PICTURE POSTCARDS, Mainline, museum, tourist line scenes; steam, diesel and trolley; action, roster and scenic views. 60 new postcards including 3 of 1947 Freedom Train, $14.00. Mary Jayne's, 1905 Dressler Drive, Covington, VA 24426. 697

RAILROAD TOURS

JOIN AMERICA'S ULTIMATE RAILROAD ADVENTURES. Experience rugged "high iron" grades of the Colorado Rockies by 4x4 vehicle. Journey aboard the nation's highest historic railroads. Tours led by professional historian/interpretive expert Dick Sandlin. View our Web site for details:http://www.rmi.net/~awexped, or contact American West Expeditions, PO Box 2975, Durango, CO 81302. 800-770-1886. 597

MEXICO'S Copper Canyon spectacular 8-day rail trips. S&S tours, 800-499-5685. Email: ss@theriver.com. 697

RAILROAD SONGS

SONGS OF TRAIN WRECKS, rides and hobos. *Steel Rails Hummin'*authentic railroad songs from the Blue Ridge Mountains. Also, *Rhythm of the Rails*. Acoustic instrumentals with train sounds. Cassettes $9.98 CDS $14.98 each, plus $2.00 shipping. Free catalogue of railroad CD-ROMS, software, gifts, Ivy Creek Recordings, 104 Woodland Dr., Dept. R, Mars Hill, NC 28754. 800-338-9918. 397

RAILROAD SOUNDS

HIGHEST QUALITY TRAIN sounds, audio cassettes and CD's. Send LSASE for current list to: L&H Railsonics, PO Box 2435, Cupertino, CA 95015-2435. 497

RAILROAD VIDEOS

RAILROAD VIDEO RENTALS: Practical inexpensive, 600 titles. Information and complete video list 50 cents. Clear Signal Video, Box 418-R, Sharpsburg, MD 21782. 2TF

"STEAM POWER SPECTACULAR" Featuring: 1994 (#261) and 1993 (#2765) New River Specials; Wheel Slips Closeup; Strasburg #475; #4501-#611 - Bristol, #60 - #142 - Morristown and Erie. Plus: #587, #1218, #765, Doubleheader #2317 - #3254, #1278. Pounding grades, meets, high speeds, sensation exhausts. Exquisitely detailed images - sensibly priced. Two hour VHS video $18.95 postpaid. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 397

EASTERN TRAIN EXCITEMENT featuring: Over twenty railroad logos; Six states, over 150 locations, over twelve steam locomotives including #261, #2765, #2317, #2102, #1218, #611, #475, #142, #76: Mixed merchandise; NJT's 33 U34CH fleet, appearing consecutively; Numerous tunnels, bridges, RB and B&B circus train crossing Rockville. Exclusively detailed colorful images - reasonably priced. Two hour VHS video $18.95 postpaid. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 397

BRITISH CAB RIDE VIDEOS. BR lines, tramways, some rapid transit. Also, German and Czech tramways. $1.00 for list. Leo Sullivan, 804 Parker St., Roxbury, MA 02120-3022. 497

FREE LIST OF OVER 50 2-hour videos, $15.00 each, 3/$40.00. Keith Lehman & Associates, 1033 E. Greenville Pike, Winchester, IN 47394-9405. 497

614-AUTUMN SPECTACULAR Two hour VHS. Highest quality video and soundtrack. Seven trips, ex-ERIE mainline, 1996. Turntable, high speeds, meets, runbys, starts. Introductory prince ONLY $16.14. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 597

AL-CO Video Rental. The best in railroad video rental. Write for details. 3050 Edgewood Street, Portage, IN 46368. 997

WANTED

WANTED: BANGOR & Aroostook memorabilia. Looking for original BAR china, silver, miscellaneous mementos. Please send information and phone number to: Liza Trigg, PO Box 33097, Washington, DC 20036. 497

DO NOT MISS THIS TRAIN!

Inaugural Run on the
Greenbrier, Cheat, and Elk RR
May 16-18, 1997

Cass Railfan Weekend

Triple-head Shays to Spruce and into the "Big Cut" highest standard guage main line east of the Rockies. Sunday trip to Bald Knob. Both trips featuring WM Shay #6. Night photo, programs, live steam display, and more. For information and ticket order form contact:

Railfan Weekend,
Box 107, Cass, WV 24927
or call toll-free 1-800-CALL WVA.

Sponsored by the Mountain State Railroad and Logging Historical Association Cass Scenic Railroad State Park, and West Virginia State Rail Authority.

"Boston's Depots & Terminals".
A History of Boston's Downtown Railroad Stations
by Richard C. Barrett

A new 240 page, hard cover book that in words, photos, and drawings provides the history of over thirty railroad stations that have existed in downtown Boston since 1834. With almost 300 photos and illustrations covering a period of 160 years, this book is sure to please rail historians, railroadiana collectors, and railfans alike. $54.95 plus $3.00 shipping.

"The Illustrated Encyclopedia of Railroad Lighting, Volume I - The Railroad Lantern", a 400 page hardcover book that covers the history of railroad lanterns, their technology, entrepreneurs, manufacturers, and individual lantern models. $59.95 plus $3.00 shipping.

New York State residents must include applicable sales tax.
For credit card orders only, call 1 (800) 205-8254
For comments, questions, information, etc., call 1 (716) 227-6903

RRP Railroad Research Publications
3400 Ridge Road West, Suite 5-266
Rochester, New York 14626-3495

MAX OUT YOUR SCANNER

HEAR *ALL* THE ACTION...

Railroad Radio by Vincent Reh is the definitive guide to hearing and understanding railroad radio communications and systems. In 208 illustrated pages, you get expert advice on monitoring railroad radio, including buying the right scanner, railfanning tips, & maximizing scanner performance. In addition, you'll learn about railroad radio history, modern comm systems, system use, & the future of railroad radio and railscanning.

Don't miss any of the action! Order your copy from your favorite bookdealer or direct from the publisher today. Send $19.95 plus $3.50 shipping ($7.50 outside N.A.) in USD to Byron Hill Publishing Company, P.O. Box 197X, Grand Isle, Vt. 05458. (802) 893-1315 e-mail: rehvince@together.net

VISA/MASTERCARD ACCEPTED

TRANSIT CURRENTS

Seattle makes a

"WHAT'S IN A NAME?" is a question often asked and not always answered. In this day of spin and hype and promotion and a flood of information, something fast and easy to remember is often viewed as the best thing. The Central Puget Sound Regional Transit Authority has dubbed its effort to provide improvements in public transportation in the Everett-Seattle-Tacoma area "Sound Move." The organization advancing the transit improvements, which include significant rail portions, began as the "Committee for Regional Transit." "Regional Express" is now the name for the improvement project and "Sound Move" is the effort to get voters to back the new improved transit service.

The names and the effort worked. On election day Seattle's Sound Move transit plan received a 58% yes vote. Congratulations!

The plan, when carried out, will provide a light rail line between downtown Seattle and the Seattle-Tacoma airport. If federal funds are sufficiently available, the line will be extended to Northgate. Commuter rail service will link Everett, Seattle and Tacoma. There will also e extensive express bus service. The cost is $3.9 billion.

Along the same line of thinking in Victoria, British Columbia, the Greater Victoria Electric Railway Society produced a fifth edition of its booklet entitled *On Track*, a continuing effort to promote light rapid transit for Victoria. For more information, contact the Greater Victoria Electric Railway Society, PO Box 8737, Victoria, BC V8W 3S3, Canada, 604/383-1171. Thanks to Leroy W. Demery, Jr., for the news.

Hoosier Traction Meet 1996

Indianapolis again was host city for the 13th annual Hoosier Traction Meet, which met on Friday, Saturday and Sunday, September 6 through 8, 1996. The major feature of the 1996 meet was a retrospective of the Indianapolis & Cincinnati Traction Company. Among all the great films and slides and talk, we heard George Krambles talk about the Indianapolis & Cincinnati as well as the Lebanon-Thorntown Traction Company. Bob Stacy discussed riding the Indianapolis & Southeastern, which was a successor to the Indianapolis & Cincinnati.

The meet also featured a field trip that followed the remnants of the Indianapolis & Cincinnati and spots between Indianapolis and Greensburg. Next year the Hoosier Traction Meet will probably be a week later. The proposed major topic will be the electric railways of northwest Indiana. Watch the announcements in this magazine for details. I hope to see you in Indianapolis after Labor Day 1997.

Boston Green Line floods

On Sunday and Monday, October 20 and 21, heavy rains fell in the Boston area. So heavy was the downpour that the Green Line subway flooded. Kenmore Square had 14 feet of standing water and was probably in the worst shape of all the underground facilities. As an aid to the situation, the MBTA operated commuter rail trains to Riverside. According to a letter from Bill Crawford, this service began on Wednesday, October 23. Commuter trains serving the light rail line left South station and stopped at Back Bay and Yawkey stations and then ran express to Riverside. They used the old B&A spur to the Green Line Riverside terminal via a hand-thrown switch.

Altogether about 1.5 miles of rail were under water, and while the water was removed fairly quickly, many of the electrical systems had to be dried out. The MBTA put 80 extra buses in service to replace the Green Line trolleys along with 15 privately run buses. Mother Nature is not always a friend. Thank Bill Crawford for the news.

Sheppard Subway continues

In August of 1996, the Metro Council of Toronto voted money for the tunneling of the Sheppard subway from Yonge Street to Don Mills Road. Unfortunately, it did not approve construction or funding for stations, tracks, or trains. This was all very confusing because the council had approved construction of the whole subway in March 1995, in February 1996 and in March 1996, before it was knocked off the track by the August vote.

In September 1996, the council voted 24 to nine to really get rolling again on the subway line. This apparently is the last obstruction that needs to be removed before construction can really get underway with the aim of a completed subway around the turn of the century. Transit ridership in Toronto has always been correlated with capital invested in rail transit. It has been observed that ridership has been dropping because investment has fallen off. Thanks to Ray Corley for the news.

Howard Street opens to autos

Years ago, Howard Street in Baltimore was the center of retailing in that city, with major department stores and specialty shops attracting thousands of shoppers each day. These days Howard Street is a pretty lonely spot except for the Baltimore Central Light Rail Line that runs from Camden Yards north along Howard Street. A number of blocks on Howard Street were shut off to automobile traffic, and part of the street became a pedestrian and transit mall. Now Howard Street has been reopened to northbound automobile traffic between

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

"Sound Move"

Baltimore and Saratoga streets. Howard was originally closed for the construction and operation of the light rail line in the late 1980s. Since that time merchants remaining there have complained that the area does not get adequate street traffic because people cannot drive through. Time will reveal if mixing autos and light rail will benefit Howard Street business without causing problems for the rail service. Thanks to Marion J. Zych for the news.

John Merriken, Jr., passes away

John Merriken, the author of *Every Hour on the Hour,* the definitive history of the Washington, Baltimore & Annapolis Electric Railway, passed away on September 11, 1996, at age 82. Mr. Merriken was also the author of *Old Dominion Trolley Too: A History of the Mt. Vernon Line.* He had published many articles in the National Railway Historical Society *Bulletin* and the *Capital Transit Quarterly.*

Texas Electric cars preserved

When the Texas Electric Railway went out of business in 1948, Dr. Jerry Thompson of Plano acquired freight motor 501 and four cars and moved them to his 433-acre farm four miles northwest of TE's Plano depot (now a museum open Saturday afternoons) into what was then the boondocks, using them as storage buildings. He later built barns around the motor and at least two cars. Starting in the late 1960s the small town where the SP crosses the Cotton Belt between Dallas and Denison literally exploded in size and today has a population of well over 100,000. As the city encroached on his property, the physician began selling off chunks for development, leading to the sale of two of the TE cars to the Texas State Railroad in the early 1980s. The final ten-acre plot was sold to developers this year.

The Dallas *Morning News* ran a story in mid-August saying the three remaining pieces of TE equipment would be destroyed "within the next few weeks if someone doesn't save them." The developers received over 125 calls, which made them realize the significance of the relics and decide to ensure they went to entities that would make them available for public enjoyment. The motor and one trailer were donated to the city of Van Alstyne, also a TE town, 30 miles north of Plano, which would like to do a complete and accurate cosmetic restoration of the pair for display at a visitor information center. Tax-deductible donations may be sent to the Van Alstyne Parks Association, P.O. Box 1702, Van Alstyne, TX 75495 (specify "for interurban cars"). The third car left on the property was also sold for preservation, but we're not sure where it's going. Thanks to Jimmy W. Barlow for the news.

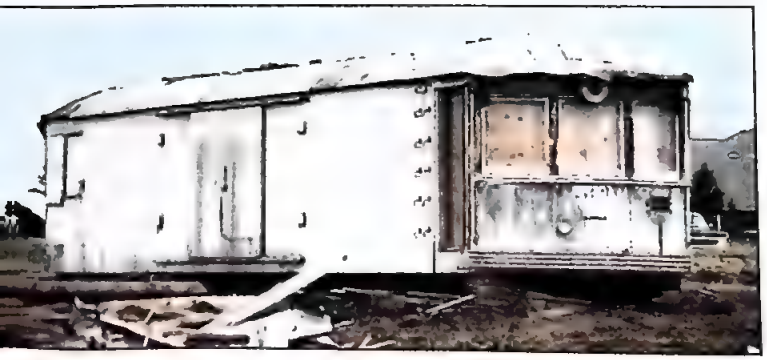
L.A. Red Line subway progress

It is taking seemingly forever to build the Los Angeles Red Line subway, and much of the press has been very negative. Tunnel cave-ins, stuck tunnel-boring machines and other nasty stuff does not make for positive headlines. Late July saw the completion of the twin tunnels that will one day connect subway stations in North Hollywood and Universal City with the rest of the system. Unfortunately, the bill for the completed tunnels is going to be about $20 million higher than expected, and the work is also more than a year late. Even with the tunnels drilled, the job is only half done, and much work needs to take place before the first trains run through that tunnel. This is the part of the Red Line where construction along Hollywood Boulevard saw considerable sinking of the street. Even so, the fact that the actual first shot through the soil is completed is better news than the tunneling machine stuck in the bore under the Santa Monica mountains.

On the stuck machine, reports were breaking in the newspapers and various other media that the tunnel was beginning to collapse in upon itself after the boring machine had gone past. Major leaks of water were reported, and steel tunnel supporting ribs were being crushed inward. After years of bad news about the project, there continue to be stories about contractors cheating on specifications and putting in smaller, lighter or inferior materials.

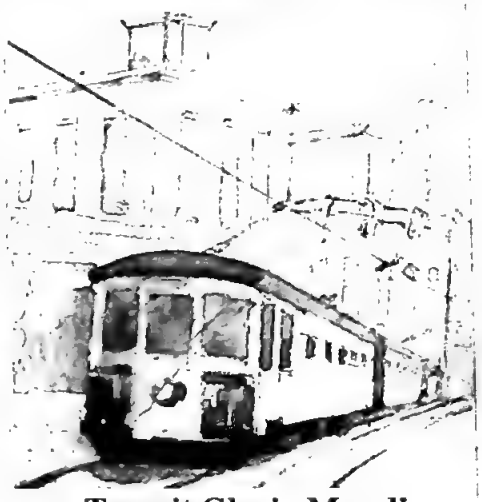
A ray of sunshine in the picture is that the city of Los Angeles finally agreed to pay a long overdue $2 million to the MTA for the subway construction project. However, strings were tied to the money for the purpose of insuring that the line across the San Fernando Valley follows the favored Burbank/Chandler route. Not only was slipshod work often overlooked, but apparently the fines that should have been

KODACHROME: JIMMY W. BARLOW



TEXAS ELECTRIC motor 501 sits among the wreckage of the barn that housed it near Plano, Texas, on September 20, 1996. The 501 and two trailers were moved for preservation when the land where they sat since 1948 was sold for development. Two of the cars were donated to the city of Van Alstyne.

Transit Archive Series
A collection of industry-produced training & publicity films from the heyday of electric railroading.
VOLUME THREE
ALL-CHICAGO TAPE
New transfers to video from 35mm prints of three Chicago, North Shore & Milwaukee films:
Pace of Progress
Along the Greenbay Trail
El Trains to the Eucharistic Congress
and from Chicago Surface Lines:
Safe Highways
Approx. 1 hour total, all black & white.....$19.95



Transit Gloria Mundi
(800) 428-7003
36 East 27th Street, Dept. B-46
Baltimore, MD 21218.
Visa, MasterCard, check or money order. VHS only. Please add $3.00 per order for shipping and handling, MD add sales tax. Free list of other titles.

SLIM GAUGE CARS
Edited by Hal Carstens

Bellevue & Cascade
Boston Revere Beach & Lynn
Cairo & Kanawha
Carson & Colorado
Central Pacific
Cumbres & Toltec
Denver & Intermountain
Durango & Silverton
East Broad Top
Florence & Cripple Creek
Rio Grande Southern
Oregonian
Sandy River
Southern Pacific
Victor Gold Mining Company
White Pass & Yukon

Modelers and Railfans have long asked us at *Carstens* to reprint the narrow gauge car plans which have appeared in the pages of our magazines. We've taken the best of these and compiled them into this one of a kind plan book. Along with the detailed drawings this book is loaded with vintage photographs taken by serious railfans. (C00072).....19.95 + S&H

TO ORDER CALL TOLL FREE 1-800-474-6995
HAVE CREDIT CARD READY!

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. S&H in US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

NEW!
Under Construction

railfan-mall

www.railfan-mall.com

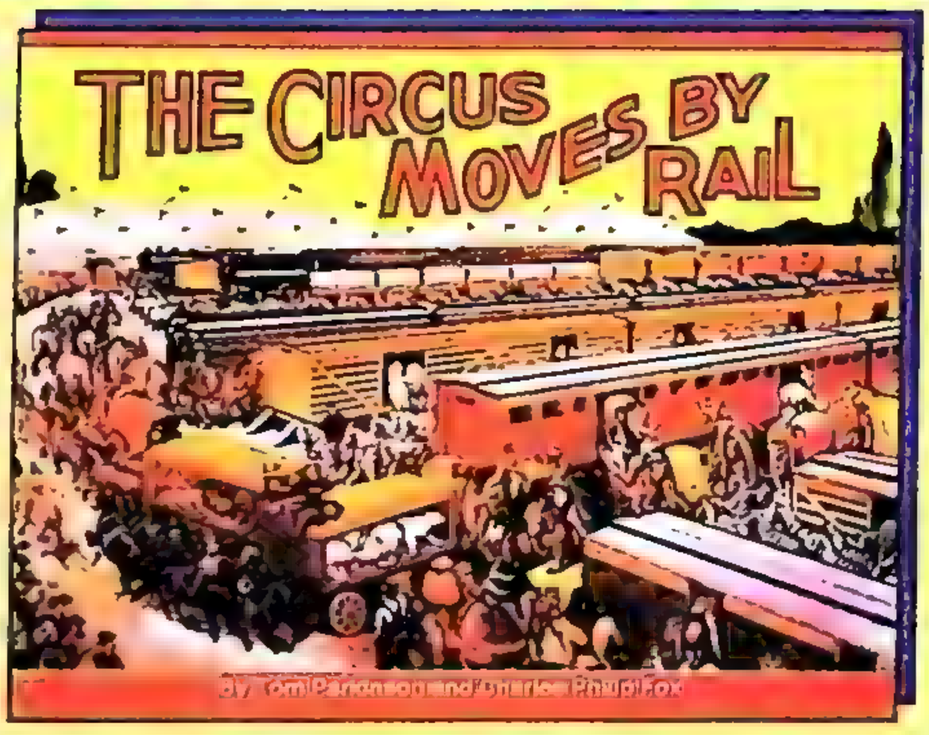
The best source on the Internet for all your rail hobby/business needs.

ADVERTISE HERE ∏ BROWSE HERE ∏ SHOP HERE

∏ Tourist Railroads & Museums
∏ Clubs & NRHS Chapters
∏ Rail Excursion & Dinner Train Operators
∏ Video Producers
∏ Book and Magazine Publishers
∏ Railroadiana Dealers
∏ Camera Bag Techniques
∏ What's New!
∏ Calendar of Events, Trips & Shows
∏ News via "The Telegraph"
∏ Model Railroading
∏ Classified Ads
∏ International Steam News

Contact: Michael Eagleson 201-338-7070 Fax: 201-338-8022

THE CIRCUS MOVES BY RAIL



By Chappie Fox and Tom Parkinson. Giant 400 Page Volume, chock full of rare photos, illustrations, documents covering the railroad circus from its infancy through today. Features virtually every type of circus car from the beginning of the railroad circus to the modern tunnel cars of today. Learn who pioneered circus travel by rail, evolution of circus rail cars, problems with routing, costs. Includes the great Ringling Bros., Barnum & Bailey Show, Hagenbeck-Wallace, Clyde Beatty, Wild West, Cole Bros., Robbins Bros., Al G. Barnes-Sells Floto, Walter L. Main, Sparks and many more. 400 pgs., profusely illustrated, heavy coated paper.

S&H in US $2. per book, outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax, Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery. Prices subject to change.

DELUXE HARDBOUND EDITION (C00085).....$54.95 + S&H

PAPER BOUND EDITION (C00084).....$39.95 + S&H

TO ORDER CALL: 1-800-474-6995
HAVE CREDIT CARD READY!

Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

levied were slashed where unsafe working conditions existed in the subway construction project. Thanks to John A. Lee for the news.

Flashes

Congratulations to **BILL MILLAR**, who has been named the new executive vice president and chief executive officer of the American Public Transit Association. Bill has been executive director of Port Authority Transit in Pittsburgh since 1984. Thanks to Jim Cerny for the information.

Transit ridership has been declining in **PHILADELPHIA** in recent years for riders in all age groups, especially senior citizens, each of whom is worth $1.60 to SEPTA from the state lottery. The seniors ride free, but their numbers are counted, and the transit properties are reimbursed as a part of transportation policy in Pennsylvania. Thanks to George Pricskett for the news.

The possibility of a new **42ND STREET TROLLEY** line in New York has been discussed for years. After two decades of study, debate, and bureaucratic hurdles, it looks like it is now up to Mayor Giuliani to finally kick the project into motion. We will see what he does. Thanks to New York Streetcar News (Committee for Better Transit, Inc., PO Box 3106, Long Island City, NY 11103) for the information.

Back in the City of Brotherly Love, the **PHILADELPHIA TROLLEY COALITION** (Joel Spivak, Chairman, 616 Carpenter St., Philadelphia, PA 19147) is wondering whether it should change its name to one that would indicate a broader range of interests. In its September newsletter it also raised the issue of a national light rail or trolley coalition to further the cause of electric railways nationwide.

California's **ORANGE EMPIRE RAILWAY MUSEUM** (P.O. Box 548, Perris, CA 92572-0548) participated in the auction of the collection of the late Richard Fellows. The museum purchased a number of items for the permanent collection. The two principal items were the carbodies of Pacific Electric 524 and 993. Thanks to the OERM *Gazette*.

WHAT DO YOU GET...

...in the world's largest and best-known rail preservation society?

- Bimonthly historical magazine
- Annual NRHS Convention
- Over 160 Chapters in the USA, Canada and Great Britain
- The satisfaction of keeping our railroad heritage alive

SEND $18 for membership ($9.00) in June, July & August; outside USA add $4) or ask for more information.

NRHS
P.O. Box 58547-D
Philadelphia, PA 19102

Phone: 215-557-6606 Fax: 215-557-6740

Proponents of light rail in **SOUTHERN MARYLAND** have been looking ahead to growth in the area. A regional task force determined that light rail service could not be justified between Branch Avenue in Prince George's County just beyond the edge of the District of Columbia through Clinton, Brandywine, Pinefield, Waldorf, St. Charles and White Plains could not be justified until about the year 2020. Thanks to Marion J. Zych for the news.

The huge **TUNNELING MACHINE** that had been trapped under the Santa Monica Mountains for over a month was supposed to operating in mid-August. Unfortunately, a ten-foot slab of rock fell on it and put the machine out of action for an increased period of time. The 300-foot-long machine has been stuck 220 feet below Fredonia Street in the Cahuenga Pass after standing idle for four days over the Fourth of July weekend. Thanks to Martin Gombert for the news.

There may still be some copies of the **ANGELS FLIGHT RAILWAY** reopening celebration commemorative book. Check with Angel's Flight Railway Company, Bunker Hill PO Box 712345, Los Angeles, CA 90071, for availability. A friend sent me one that has the price of a dollar on the cover, and it's worth it. Thanks to Martin Gombert and David I. Duncan for the news.

Mitchell Green writes that there is a real push on getting a tri-county transit authority for the **SOUTH FLORIDA** area. Transit managers from Miami to Fort Lauderdale to West Palm Beach are working to coordinate and perhaps even merge the systems. Miami's Metrorail may be extended to Broward County eventually.

The classical revival/beaux arts rail station in **CHESTER, PENNSYLVANIA,** will get a $75 million renovation and emerge as a transportation center. As part of the Federal Transit Administration's Livable Communities initiative, the station will be restored to its original condition. It will be used to link the commuter rail line between Philadelphia and Wilmington and eight suburban SEPTA bus routes.

LOCOMOTIVE DRAWINGS 34"x14"

A. NYC Hudson
B. NYC&HR 999
C. PRR 4-8-2 Mla
D. SP Daylight
E. NYC Electric
F. C&O 2-8-2
G. NYC Niagra
H. P&LE 2-8-4
I. Southern 4-6-2
J. UP 4-6-6-4
K. PRR K-4s
L. SP Cab Forward
M. ATSF Hudson
N. PRR GG1
O. NKP Borshire

$4.50 EACH, $2.00 per order postage. SEND SASE FOR BROCHURE
A.F. Staufer, 2244 Remsen Rd., Medina, OH 44256

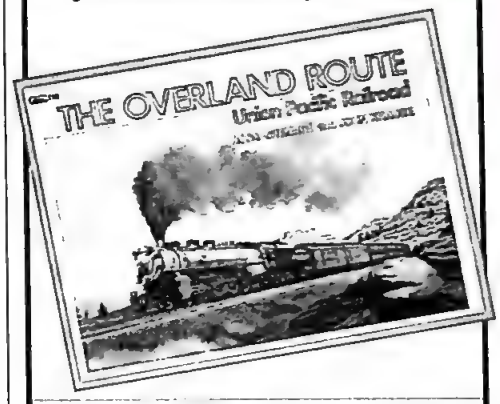
ALP WAY VIDEO

ALP WAY FREIGHT VIDEO
Whit Towers and the Alp Operators take a freight train over Whit's HO Alturas & Lone Pine Railroad. Watch as cars are dropped off and picked up at a variety of sidings and industries along the route. Learn how one industry can compliment another. Standard VHS format.

(C00602) NOW ONLY..$19.95 + $2. S&H
TO ORDER TOLL FREE CALL 1-800-474-6995
Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

THE OVERLAND ROUTE
Union Pacific Railroad

by Ross Grenard & John Krause



Travel back to the glory years of steam on the Union Pacific, as seen through the beautiful black & white action photography of Ross Grenard, Richard Kindig, Robert Collins, John Krause and others. From Sherman Hill to Weber Canyon to Cajon Pass, you'll witness FEF-class 4-8-4s, 2-10-2 and 4-10-2 helpers, 4-12-2s, Challengers and other locomotives battling the grades with everything from 100-car PFE trains to long haul passenger schedules. There are diesels and turbines, too: E1s and E6s, A-B-A sets of PAs and Fs, veranda gas-turbine-electrics and others. An attractive album of Western railroad scenes, complete with highly descriptive photo captions and map.

(C00060)..12.95+S&H

Postage & Handling in US $2. per volume. Outside US $2. per volume plus 20% for insured shipping. NJ residents add sales tax, Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery.

★ YOU CAN NOW ORDER ★
CARSTENS BOOKS DIRECT
1-800-474-6995
24 HOURS A DAY
(THIS NUMBER IS FOR ORDERING BOOKS ONLY, NOT CUSTOMER SERVICE)
HAVE YOUR CREDIT CARD READY!
OR FAX YOUR ORDER TO US
★ 1-201-383-4064 ★

Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

RAILFAN & RAILROAD
MUSEUM & TOURIST LINE DIRECTORY

Railroad Museums and Tourist Lines help keep the history and spirit of railroading alive through entertainment, education, and involvement. We invite you to visit, enjoy and support them.

Cog Wheel Route — Manitou & Pike's Peak

For over 100 years, the world's highest cog railway has been transporting passengers in safety and comfort to the 14,110-foot summit of Pikes Peak, the mountain that inspired *"America The Beautiful"*.
Reservations advised: (719)685-5401
•Gift Shop •Snack Bar •Major Credit Cards
Manitou & Pike's Peak Railway
PO Box 351, Manitou Springs, CO 80829

COLORADO RAILROAD MUSEUM
Over 50 cars and locomotives. Two floors of inside exhibits. 1881 narrow gauge engine and Galloping Geese operated several weekends 9am-5pm, 7 days a week all year. 12 miles W. of downtown Denver via I-70, westbnd exit 265.
17155 West 44th, P.O. Box 10,
Golden, CO 80402 • (800) 365-6263

Dennison Depot Museum & Excursions
Visit a Beautifully restored 1873 PRR Depot housing a museum, restaurant, gift shop. Open all year Tue-Sun. Train Rides on the Columbus & Ohio River RR May thru Dec. Write for schedule/calendar of events.
PO Box 11, 400 Center St., Dennison, OH 44621
(614) 922--6776

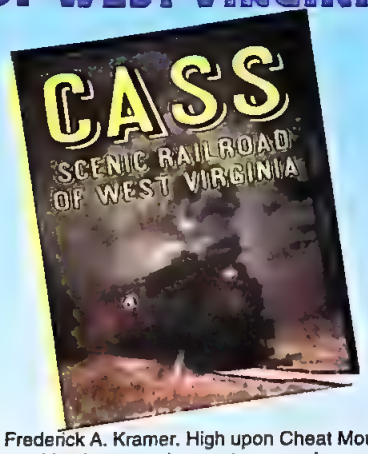
ILLINOIS RAILWAY MUSEUM — *HOME OF THE NEBRASKA ZEPHYR*

Steam, Diesel Trains, Electric Cars
Send $3.50 for 32 page Guide Book or #10 SASE for Color Brochure and discount coupon.
Located in Union, IL (McHenry Co.) near Marengo exit I-90 • 35 miles from O'Hare. Info: Schedules (taped): (815)923-4000 Lodging: (847)695-7540
http://www.irm.org/
http://www.mcs.net/~devanno/irm.html
Illinois* Don't Miss It! SM
ILLINOIS RAILWAY MUSEUM
PO Box 427
Union, IL 60180

always expect a train
RAIL ROAD CROSSING
U.S. Department of Transportation
OPERATION LIFESAVER
1-800-537-6224

Railfan & Railroad reaches the active railroad enthusiast. 79% of our readers report they visited a railroad museum or tourist line this year.
With our reasonable ad rates, ***Railfan & Railroad*** is a great way to attract new customers for your operation. For information on advertising call Pieter Uptegrove (201) 383-3355.

CASS SCENIC RR OF WEST VIRGINIA



By Frederick A. Kramer. High upon Cheat Mountain and back across the crests, a soaring wave of giant spruce once ruled the endless skyline. It was virgin forest, immense and inaccessable. In bringing the trees down from their mountain stand, a logging railroad was needed. And the Cass Scenic Railroad was born. In these pages you will see photos of railroaders and lumbermen at work and classic shots by renowned photographer John Krause. (A00908).....$8.95+P&H

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

YOU CAN ORDER BY CALLING TOLL FREE
1-800-474-6995

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

Carl Loucks

...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473

PUBLIC TIMETABLE SPECIAL:

The history of your favorite road told in timetables. Three system timetables, one from the 1940's, one from the 1950's and one from the 1960's. Choose from ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CV, D&RGW, D&H, DL&W, IC, L&N, LV, MILW, MP, NH, NYC, N&W, PRR, SLSF, SOU, UP, WAB, WP.

Each set, three timetables...$20
Any six sets of three TT's each, 18 Timetables.....$80

EMPLOYEE TIMETABLES...

ATSF - System 1992.....$15
BN - Northern Corridor 1993.....$20
CR - Albany Div 1993.....$20
CR - Harrisburg Div 1993.....$15
CNW - System 1992.....$20
CSX - Baltimore 1994.....$20
CSX - C&O Business Unit 1994.....$20
D&RGW - System 1977.....$20
GTW - System 1981.....$15
NS - Tennessee Div 1995.....$15
NS - Georgia Div 1993.....$15
NS - Piedmont 1993.....$15
SOO Line System 1987.....$15
SP - Northern 1986.....$15
UP - System 1991.....$15
Any Five Above Just.....$60

VISA / MC / AX

New Catalogue Issued Monthly
Sent with each order or SSAE

New Hope's Top Gun

THE MECHANICAL SUCCESS of the C&O 614 operation on NJ Transit (page 34) was due in no small part to Paul Nichini (n'KEE-nee), Ross Rowland's partner in Iron Horse Enterprises. At age 33, Paul is now president of the New Hope & Ivyland, an 18-mile freight- and passenger-hauling short line in eastern Pennsylvania along the Delaware River. Paul is has been around steam as long as he's had a driver's license, and he's been a big part of the current generation of people who will keep steam alive for the foreseeable future.

MIKE DEL VECCHIO

Born in Toronto, Paul got a taste of steam during his high school years in Paoli, Pennsylvania,, when he worked summers in engine service on the Strasburg Rail Road. Between 1982 and 1986 he attended Embry-Riddle Aeronautical University in Daytona Beach, Florida, where he graduated with a bachelor of science degree in aeronautic science and aeronautic administration after taking courses to develop his natural business savvy (Paul had started and was running a mail order company out of his home at the age of 14).

Upon graduating from college and taking up U. S. citizenship, he was commissioned as a lieutenant in the U.S. Air Force and got pilot training and flew several military jets, including F5 fighters. Leaving the Air Force with a valuable civilian commercial pilot's license in hand, he went back to work in engine service at Strasburg. While on the Strasburg, Paul and chief mechanical officer Lynn Moedinger were contracted to do a feasibility study for a group of investors, led by Robert Buzzard, interested in purchasing the New Hope & Ivyland short line.

In 1990 Paul joined the Norfolk Southern steam program and went on the road with N&W 611 and 1218. Two years later, however, Buzzard convinced him to come to New Hope and become the NH&I's vice president.

In the following years Paul brought a handful of very talented steam men to the New Hope shops, and he knew he had to obtain to a second steam locomotive to keep the New Hope trains filled with riders. When Bob Buzzard left the railroad in early 1996, Paul was promoted to president. Since then he's been carefully applying his keen business acumen and building the railroad into a viable passenger hauler and serious freight short line. He negotiated state money for 3000 new ties and to redeck the bridge at Rushland in 1997, and he's been developing new opportunities for freight business. He and his shop people purchased Conrail GP30 2198 for the expanding freight service.

With a pleasant personality and a genuine enthusiasm for steam, Paul has managed to assemble quite an impressive steam roster: two 4-8-4s and a 2-8-0 — one each from Lima, Alco and Baldwin. In the East, at least, this Air Force veteran and his shop team definitely qualify for top gun — MIKE DEL VECCHIO.

The "Trip of the Decade"

The Central Coast Chapter NRHS and Union Pacific are putting together what will likely be the "Trip of the Decade" as an inbound move for the UP equipment to the NRHS National Convention in Salt Lake City. The trip, scheduled for June 21-23, 1997, will run from Denver to Salt Lake via the former-Rio Grande route through the Royal Gorge and over Tennessee Pass. With UP's announcement that this route doesn't fit into their overall system map once the Southern Pacific merger logistics are worked out, it could very well be the last public passenger trip over the line.

The trip is tentatively scheduled to depart Denver on Saturday, June 21, and run down the BNSF / UP Joint Line to Pueblo. The endangered mileage begins at that point as the trip will turn west and tie up in Cañon City, Colo., for the night. June 22 will see the remainder of the Royal Gorge route operated as the trip continues west to Minturn and Dotsero, where it rejoins the Rio Grande's main line. The second night layover is planned for Grand Junction. The trip will continue to Salt Lake on June 23 over trackage currently traversed by Amtrak's *California Zephyr*.

Power for the trip will likely be Northern 844 and the A-B-A set of E9s. Clearance tests need to be performed before the 844 can run over Tennessee Pass — Rio Grande 4-8-4s, which check in about five tons lighter — were used in that territory, as well as 2-8-8-2s and 4-6-6-4s. The big question will be the curvature of the line, as the 844 can't handle anything tighter than 13 degrees. The consist will be UP coaches and domes. There will probably be one main line steam trip during the convention as well.

Rail-only tickets for the three-day trip will start at $419, with several tour operators offering packages that include overnight hotels and transfers to and from trackside. Information on the trip is available from the Central Coast Chapter NRHS, P.O. Box 434, Santa Clara, CA 95052-0434.

There is some concern in both the NRHS and UP camps that this trip may not be a big seller, despite the "last chance" to ride over an historic line. As one somewhat disillusioned observer said, "They'll probably have to build bleachers at the summit to handle the photographers, but they'll be shooting an empty train." While it's an often difficult decision between riding and chasing, we're reaching the point where finances are making it difficult to run *any* excursions. Think hard about riding this one — it may make all the difference when it comes to future public excursions on the UP — S.B.

EastRAIL and Winterail update

Plans are coming together for the return of EastRAIL, a full day of rail entertainment. It will be held at Bergen County Technical School in Hackensack, N.J., on February 8, 1997. The first slide goes on the screen at 11:00 a.m.

The primary attraction will be seven multi-media slide presentations. Scheduled topics include Tom Baker's Conrail show, Sandy Burton with Alcos, Frank Etzel's "Railfan Sampler" and Greg Nazarow with a look at the twilight of South African steam. Scott Snell, whose work in unusual lighting conditions always produces stunning photographs, will present two shows — one on Tennessee Pass, the other on the closing of the steel plant at Bethlehem, Pennsylvania. Yours truly will show a program of contemporary scenes in Colorado, Wyoming and Utah. The feature presentation will be a tribute to the late Don Ball, Jr., showing many of his slides accompanied by personal recollections of his railfanning friends.

But wait, there's more. For the first time there will be a video program at EastRAIL. Marc Balkin of Mark I Video will use a large screen projector to show stunning aerial footage of C&O 4-8-4 614 assaulting the Erie main line grade eastbound out of Port Jervis, N.Y., during the October 1996 excursions over NJ Transit. Marc is also packing along vintage footage of steam and diesel action on the New Jersey & New York.

On the grounds of the Bergen County Technical School, where the program is being held, are two steam locomotives. The pair, former-Morris County Central 2-8-0 385 and a small tank engine, will be open for inspection during the lunch break. If the weather permits, "Old Smokey," a steam traction engine, will be fired up as well. Frank Vopasek, an instructor in steam technology at Bergen Tech, and the school staff will also have a steam whistle blow.

For the convenience of those attending, there will be a railroad book and video vendor at the show. Among the books he will have available is *Fairbanks-Morse Locomotives in Color* by R&R editor Jim Boyd, who will gladly autograph your copy between programs. There are many restaurants located nearby, so food will be readily available during the early-afternoon lunch break.

EastRAIL is being sponsored by the United Railroad Historical Society of New Jersey to benefit the effort to establish a railroad museum in the Garden State. Tickets for EastRAIL are $10 in advance and $12 at the door and can be ordered from URHS-NJ, P.O. Box 711, Clark, N.J. 07066-0711.

And one more reminder — Winterail will be held at the Scottish Rite Temple in Stockton, Cal., on March 8, 1997. The line-up of presenters include Mike Valentine, Gordon Glattenburg, Tom Moungovan, Mark Acuna, Dick Dorn, Ken Meeker, John Shaw, Dave Nicolette and Don Hunter. Tickets cost $18 and can be ordered from Vic Neves - Winterail '97, P.O. Box 23721, Oakland, CA 94623-0721 — S.B.

Al Gore's Amtrak

Fox News Sunday on December 8 carried a fascinating item about Vice President Al Gore which should give rail supporters great confidence in the current White House administration.

When a reporter asked Gore if he would "help save the *Texas Eagle*," he replied:

"The first step in saving an endangered plant or animal species is to understand the delicate ecosystems that make up our environment."

The video of Gore's reply was immediately followed by a picture of the "endangered" Amtrak passenger train.

Sleep well, America, you voted for four more years of this. Don't blame me — J.B.

Cleaning out the files

Over the years, R&R has had many loyal and talented contributors who have supplied us with great photography and informative news items. Dealing with the tidal-wave of incoming mail received every month has been challenging, as it must be processed in between doing real meat-and-potatoes kind of magazine stuff like layout and editing. With one editorial crisis or another always seeming to demand more time and attention than could be spared, returning material got the short end of the stick, and our "Black Hole of Newton" reputation was not unearned.

Our new associate editor, Chris Kimler, has made it his personal campaign — with my full blessing — to "clean up Boyd's mess." He has already made more progress than we've seen here in a decade. To improve efficiency, we will continue to process the incoming mail, making sure it is returned as soon as possible, and Chris is increasing our effort to get the backlogged material out the door.

He will be working backward (i.e. 1995, 1994, etc.) so as he comes across returns, they will go out. We do ask for your help in the process. If you have sent us any transparencies, negatives, computer disks, artwork or other contributions *and you have moved*, please send us a postcard listing the material you would like returned and an updated address where we can send it.

We would also like to go on the record with what we will be returning and what we won't. As a matter of policy we will send back, when it is requested and accompanied by a self-stamped addressed envelope, color slides, color and black and white negatives, computer disks and original artwork. We generally don't return color or black-and-white prints or manuscripts unless they are specifically requested *and* accompanied by an SSAE (historic black-and-whites, for instance, we will be happy to return). From now on we will hold on to news photos for up to 120 days and then return them, regardless of whether or not we published them. Features that are submitted and scheduled for possible future publication will be held until used. We will also continue to acknowledge the receipt of all material when we receive it. I look forward to seeing more great material, and don't worry, Chris promises that it *will* get back to you.

Railroad Video Quarterly

BEGINNING OUR **FIFTH YEAR!**

For $5.33, about the price of lunch once a month, you can enjoy the ongoing saga of Railroading! A yearly subscription at $64 brings you FOUR issues, a free calendar (choose AMTRAK, PRR, NYC, or E-L), and free delivery! Each video runs a full 2 hours and contains a wealth of diverse subjects, both modern and vintage. Order soon as calendars are in limited supply. A listing of back issues will be included with your first tape. All remain available at low prices.

CONTENTS OF NOVEMBER 1996 ISSUE (Total time: 2 hours):

#614 is on the move again! See the October trips as she pounds upgrade through Howell's Jct., and rolls along the ERIE main above a waterfall and other scenic locations. With the aid of a bulldozer, the C&O 4-8-4 is turned at Port Jervis! Next, follow the South Orient Express through the Rockies, as SP freights delay her progress. Visit the new Dallas light rail system. Vintage BURLINGTON ROUTE vistas include a TWIN CITIES ZEPHYR ride in the 50s, Machens, MO tower in 1959, and steam on the Bevier & Southern, plus scenes of the 1993 rebuilding of this line. Modern freight action is presented both in California and the Midwest. Plus a tribute to Pennsy's PIONEER IIIs. Experience the 90 MPH thrill from the cab as jointed track drums furiously beneath! Many other shorter pieces too, so don't miss the fun!

To Subscribe: send $64 to Check or M.O. to: **R.V.Q. Box 129, Tallmadge, Ohio 44278.**
(Ohio Residents add Tax)
If ordering the November issue *ONLY*; price is 22.95 post paid.

We're Back On Track!
Catenary Video Productions
and
Tuolumne Films
are pleased to announce
CVP's videos will now be distributed by:
Derail Books
P.O. Box 15026
Santa Rosa, Ca. 95402
Phone (707)573-0751
FAX (707) 573-0831
Dealer's Inquiries Welcome

Our newest release:
"California's North Coast Logging Railroads"
Is Now Available

This 70 minute video, includes rare footage from 16 mm films of steam logging operations taken between 1904 and 1954. Retired engineer, *Henry L. Sorensen* and rail historian, *Ted Wurm* highlight this production with their recollections of Humboldt and Mendocino County Railroad and Maritime logging history.

$39.95
Shipping: $4.00 1st tape, $1.00 ea. add'l tape.
Calif. residents add 8.5% tax.
VISA & Mastercard Accepted

Our popular historical tapes will be re-issued in 1997, with improved graphics & sound. Many prices will be reduced. Watch our ads.

THREE KODACHROMES: STEVE BARRY LUMEDYNE LIGHTING BY STEVE BARRY • • EP • • •

MISSISSIPPI CENTRAL 4-4-0 98 powered a mixed train on the night of December 7, 1996, over the Wilmington & Western in Delaware. Photo stops were made at six locations along the line. The 1909 Alco, retaining its W&W lettering on the engineer's side, paused on the bridge at Wooddale Cut (**above**). At the Hercules plant (**below**) it displayed MSC lettering applied for the event. The locomotive's front end was modified to give 98 a look it sported in the 1930s — a centered headlight, MSC shield number plate and two bells. It was at Ashland the following day on W&W's Santa Claus Specials (**inset**). See RAILNEWS.

NEW VIDEOS for 1997!

BNSF's

Stevens Pass

Travel to scenic Washington State and visit one of the toughest mountain grades on the entire BNSF: the former Great Northern line over Stevens Pass. Enjoy the scenery and action as we sample trains in a variety of scenic locations from Gold Bar to Wenatchee.

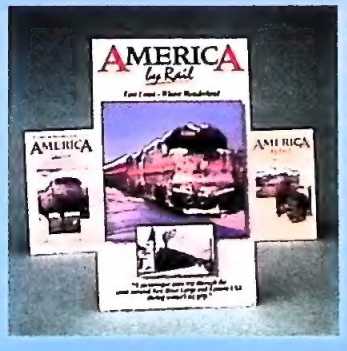
Experience hot stack trains crawling up the 2.2 percent grade between Skykomish and Scenic. We've taken our cameras to several remote locations so you don't have to. Enjoy the action as the railroad crosses rushing rivers, travels past lofty peaks, and, runs through a variety of tunnels, including the eight-mile long Cascade Tunnel.

Also included is a brief visit to the past as we examine the remains of several GN grades, including the former main line up Windy Mountain. If you like mainline mountain railroading, then this tape is for you! **1 hr. $29.95**

Garden Railroad Spectacular

Garden railroading is one of the fastest-growing hobbies in the nation. In this new video that the whole family will enjoy, we look at several different garden railroads from small layouts that anyone can do, to railroads that take up the entire back yard! We even pay a visit to a couple of live steam layouts—the ultimate in Garden Railroading. The perfect gift! **54 min. $19.95**

The America By Rail Series



America By Rail—Winter Wonderland

The newest video in the acclaimed AMERICA BY RAIL series takes you for a ride on Amtrak's *Cardinal* through the lovely New River Gorge after a rare heavy snowfall. Enjoy the blue sky and placid waters as we glide through some of the East's finest scenery.

In addition, you will be treated to the many steam excursions that have operated over this route in the past 10 years, including C&O 614 and 2765, PM 1225, NKP 765, and MILW 261. As with the other two AMERICA BY RAIL videos, this one contains a stereo music soundtrack composed especially for this tape! There's something for everyone! **Approx. 90 min. $19.95**

Still Available:

America By Rail—the Heartland

Enjoy the trip of a lifetime as we travel from Washington, D.C., to San Francisco via Amtrak. See the magnificent scenery of this great country pass before your eyes! Along the way stops are made at 12 of the best tourist railroads in the USA, including the Strasburg Rail Road, Boone & Scenic Valley, Durango & Silverton, and the Napa Valley Wine Train! Our best-selling tape. This will be an all-time classic. **2 hrs. $19.95**

America By Rail—the West Coast

A laid-back journey up the West Coast on Amtrak from San Diego to Seattle. Enjoy the view as we pass miles of empty beaches, then return to winter as the *Coast Starlight* passes Mt. Shasta and climbs through the snowy Oregon Cascades. Along the way, visit six of the West's better known train rides, including the California Western, Yosemite Mt.-Sugar Pine, and the California State Railroad Museum! **83 min. $19.95**

Still Available!
The Santa Fe Mainline Series

Pay a visit to the Santa Fe before the merger with BN.
See the main line from Chicago to Los Angeles in just three tapes.
One of our more popular series.

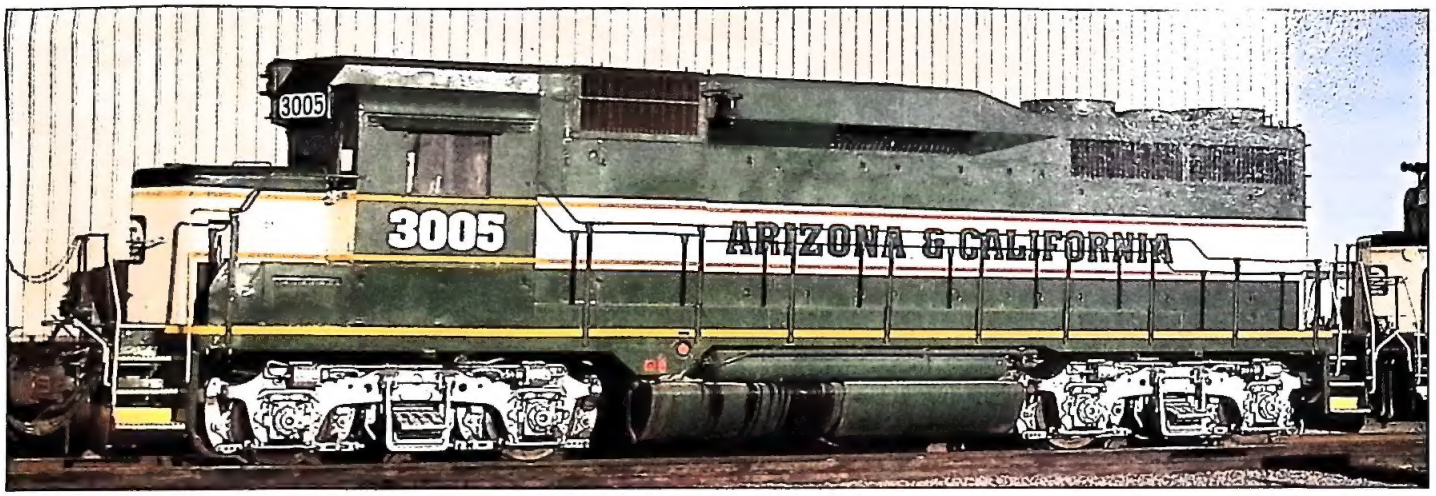
Chicago-Kansas City	**53 min.**	**$29.95**
Kansas City-Gallup	**55 min.**	**$29.95**
Gallup-L.A.	**58 min.**	**$29.95**

Order all three at once for only $74.95

Free catalog of other rail videos available. Call or write!
We accept MC/Visa, Check, MO.
Shipping just $4.00, Canada $5.00. Stock up and save on shipping!
Order Toll-Free (800) 248-9670
Fax (317) 889-8144. Indiana residents add 5% sales tax.
Dealer inquiries invited. Established 1986.

Railway Productions

8081 S. Madison, Suite 248, Dept RR, Indianapolis, IN 46227



KODACHROME: ALAN MILLER

ARIZONA & CALIFORNIA has purchased five former-CSX GP30s and painted them into A&E colors, although they. have been used exclusively as trailing units. GP30 3005 was at the line's shop in Parker, Ariz., on November 12, 1996. See RAILNEWS.

KODACHROME: DAVID SMITH

MISSOURI & NORTHERN ARKANSAS NW2 No.8, equipped with dynamic brakes and Flexicoil trucks, was at Carthage, Missouri, on October 10, 1996. The switcher was transferred by RailTex to the M&NA from sister road Austin & Northwestern See RAILNEWS.

KODACHROME: KURT R. REISWEBER

MIDDLETOWN & HUMMELSTOWN 1016, the next-to-last T6 built by Alco, was at Middletown, Pa., on October 10, 1996. See RAILNEWS.

KODACHROME: KERMIT E. GEARY, JR.

NORTH CAROLINA PORTS RAILWAY has purchased ex-TVA H12-44 No.22 as a parts supply for their FM fleet. It was at Easley, South Carolina, on September 22, 1996. See RAILNEWS.

THE FALLS ROAD RAILROAD's first train was eastbound at Medina, New York, on November 4, 1996, with MLW RS18 1801 in the lead. The 46-mile GVT-owned line operates over the former-New York Central "Falls Road". See RAILNEWS.

KODACHROME: PETE SWANSON

Ron's Books

P.O. BOX 714, HARRISON, NY 10528
(914)967-7541 11AM to 10PM EST; FAX (914)967-7492 24HR

YOUR ONE STOP BOOK AND VIDEO SHOP

Discount Prices & Never a Shipping Charge within the U.S.

☆☆☆☆☆☆ Join Us!!! ☆☆☆☆☆☆
for a Large Model Train & Railroadiana Show Sunday, April 27, 1997, 9am to 4pm, Staples High School, Westport, CT. Operating Layouts, Trains, Books, Videos, Hardware, Railroadiana and more! Tables are available. Call Ron for details.

American Narrow Gauge RRs ..... H/C 58.50
American Railroad Freight Cars S/C (White) . 45.00
American Shortline Ry Guide 5th Edition..... 22.50
American Train Depots & Roundhouses .. 27.00
The Amtrak Story..... 24.25
Backwoods Railroads (Oregon)..... 40.50
Brooklyn Trolleys..... 27.00
By the EL - Third Ave and its EL at Mid Century . 35.00
Cabooses of the Baltimore & Ohio RR.... 44.00
Central Vermont (The South End) 19.00
Central Vermont Vol. VII (Jones)..... 36.00
Chasing Trains..... 49.50
Chesapeake & Ohio in the Coal Fields 20.75
Chesapeake & Ohio Strmlnrs V1 2nd to None 27.00
Classic Freight V5. V6, or V7 ..... 22.50
Classic Freight Cars Vol 8: 50 ft box cars 24.25
C- Liners (Sweetland)..... 20.75
Coal Cars from Johnstown..... 22.50
Colorado & Southern Division..... 45.00
Conrail's SD40 and SD40-2s - Color 18.00
Comprehensive Guide to Industrial Locos ... 20.75
Complete Guide to L.A. Metrolink (Commuter)15.00
Crooked & Weedy-Chesapeake & Western 34.00
CZ - Story of the California Zephyr 18.00
Diesel Builders Vol 3 ..... 54.00
Diesel Locomotives First 50 Years 25.25
Durango 38.00
East Broad Top- Slim Gauge Survivor 44.00
Erie Memories (Crist)..... 36.00
Fairbanks-Morse Locomotives in Color ...40.00
Fort Worth & Denver Ry Color Pictorial 45.00
Great American Railroad Stations (Potter) 27.00
Grand Trunk Corp. Canadian National RR . 49.50
Great Northern Railway 1945-70 Photo Archive .22.50
Great Northern Pictorial V1,V2,V3 or V4 .. 45.00
Great Northern Equip. Color Pict.(FWW)V1 .. 45.00
GN Color Guide to Freight & Pass Cars... 40.00
History of the Georgia Railroad..... 45.00
History of RRs in Western No. Carolina... 45.00
Illinois Central Mainline of Mid-America .. 38.75
Illinois Central Story..... 43.50
Illinois Central Steam Finale (Stagner).... 22.50
In Search of Steam Donkeys- H/C 49.50 . S/C 36.00
Iron Rails to Alaskan Copper..... 22.50
The "L" (CERA-Chicago)..... 49.50
Last Steam Railroad in America (Link)..... 45.00
Listen to the Whistle (Ulster&Orange Cntys, NY) 26.00
Logging Railroads in Skagit County 54.00
Louisville & Nashville - Old Reliable 27.00
Manhattan Gateway 40.50
Model Railroading with John Allen H/C..... 36.00
Mohawk & Hudson & Saratoga & Schenectady (NY)22.50
Milwaukee Road 1850-1960 Photo Archive 22.50
Minneapolis & St Louis in Color 40.00
NEB&W Guide HO Stm Era Frt Cars (Revised) .. 45.00
NEB&W Guide to Scenery Structures & Details 45.00
NEB&W Update I to Steam-Era Frt Car Guide-Paint . 18.00
NYO&W & the Dairy Industry in Central N.Y.. 56.25
1930 Loco Cyclopedia - Reprint 65.00
Nickel Plate Road 1943-1952 Vol 1 (Corns) ..23.25
Northern Pac. Color Guide to Frght & Pass Cars. 40.00
Northern Pacific Color Pictorial(FWW) V1 or 2 .. 45.00
Northwestern Pacific RR & Its Successors ... 35.00
NY Subways Car R1-R110 ..... 45.00
Orange Blossom Special - Winter Train... 18.00
Pascack Valley..... 36.00
Pino Grande S/C..... 26.00
The President Travels by Train 36.00
Pullman Heavyweight Cars 45.00
Pull. Std. Lib.V7,8,9,10,11,12,13,14,15or16 ea. 36.00
Rail Lines of Southern New England 20.75
Railroad Atlas of North America- NE, CA&NV, CO&UT, AZ&NM, WI&IL ..... each 21.00

"WHATS NEW?"

American Streamliners Pre-War Years 40.50
Boston's Depots & Terminals 49.50
Building the New Rapid Transit of NYC 1915 ....16.25
Cabooses of the Missouri Pacific Lines ...67.00
Chesapeake & Ohio Coal & Color 36.00
Chicago Great Western in Color 40.00
Chili Line and Santa Fe The City Different .40.50
Classic Freight V9 Insulated Box Cars 24.25
Classic North American Railroads 27.00
Cleveland's Transit Vehicles 40.50
C&O Frt Cars 1937-1965 V1 Hoppers& Gondolas27.00
East Broad Top (Rainey) 45.00
Feather River Canyon UP's Heart of Stone 45.00
Glover Steam Loco; The South's Last Steam Builder 35.00
Great Northern Railway Equip Color Pict. Vol 2 ..45.00
Gulf, Mobile & Ohio Color Pictorial 45.00
Horse Trails to Regional Rails 44.00
Journeys through Western Rail Hist. (CRA#22) .35.00
Loco Facilities/Engine Terminals H/C 40.50 . S/C 26.50
Monon Route - Reprint (Hilton) 45.00
Montour Railroad (Schaeffer) 27.00
New Jersey Transit 27.00
New York Central Lightweight Pass Cars 26.00
Nickel Plate Color Photography Vol 3 ....40.00
Norfolk & Western in Color Vol. 1 1948-1964 ...40.00
Passing Trains 40.50
Pennsy Diesel Loco Pictorial V3 .....15.25
Pennsy in the Steel City 20.00
PTC Rails 19.75
Railroads of the Adirondacks (Kudish) ...49.50
Santa Fe Coast Line Depots - Valley Division .45.00
Santa Fe Freight in Color V1 - Boxcars 54.00
Southern Pacific in the West Part 2 .....38.50
Southern Pacific's Colorful Shasta Route (Dill)45.00
Spokane, Portland & Seattle Cabooses ...26.00
Sunset on the Rio Grande Southern 40.50
Trails Along the Columbine 1995-96 .....33.25
Union Pacific Switchers & Slugs 22.50
Union Pacific Color Guide Frt & Pass Equip V2 40.00
Union Pacific Type V2 (Kratville) 76.00
Western Maryland Diesel Locos (Stakem) ...22.50
Without Fitting, Filing, or Chipping - Illustrated History of the Phoenix Bridge 18.00

ALL Greenberg Books at Discounted Prices.

JUST DISCOVERED!!! Union Pacific RR Painting Guide 1903-1930 w/ Color Charts 1981 1st Ed.! Common Std. Spec. S-22. .....25.00

Railroad Caboose..... 31.50
Railroads in the Woods 36.00
Railroads of the Ohio Valley 19.75
Railroad - What it is, What it does 26.00
Reading Diesels V2 2nd Generation 54.00
Reading Steam in Color..... 40.00
Run of the GE's - CNW Final Motive Pwr Roster . 15.00
San Francisco Cable Cars 18.00
Santa Fe Rails V1..... 34.00
Santa Fe RR Gateway to American West .. 54.00
Second Ave. EL in Manhattan..... 27.00
Santa Fe Refrigerator Cars 36.00
Santa Fe Steam - Last Decade (Stagner).. 17.00
Southern Pacific Coast Line (Signor) 58.50
Southern Pacific's 4300 4-8-2's (Church) . 49.50
Southern Railway System Pictorial (FWW) 40.50
Southern Ry's Spencer Shops 1896-1996(Galaway) 20.75
Southern Railway Depots Vol. 1 or 2 each 18.00
St. Louis Union Station..... 16.25
Story of Stewartstown Railroad 18.00
Subway Cars of the BMT (Greller)..... 31.50
Third Ave. Railway System in Manhattan.... 25.25
Those Pullman Blues - Oral History..... 26.00
Through the Heart of the South-Seaboard . 31.50
Uintah Railway..... 36.00
UP Steam Big Boy Portraits H/C 35.00. S/C 25.25
Under Milwaukee Wires 40.00

RON'S VIDEOS - ALL VIDEOS ARE VHS ONLY!

Trains on Location

Amtrak's Northeast Corridor..... 27.00
Appalachian Conquest..... 27.00
Cajon Pass 27.00
Cascade Crossing 27.00
Chicago Race Track..... 27.00
Conrail's Chicago Gateway 27.00
Horseshoe Curve..... 27.00
Tehachapi 27.00

Charles Smiley Presents

Cajon Pass Tour 25.75
Chattsworth and Santa Susana Blocks ... 22.00
Santa Fe Desert Tour..... 25.75
Southern Pacific the Missing Years 25.75
Southern Pacific Sunset Salute 25.75
Tehachapi The Tour..... 25.75
Union Pacific - Mojave Gateway..... 25.75

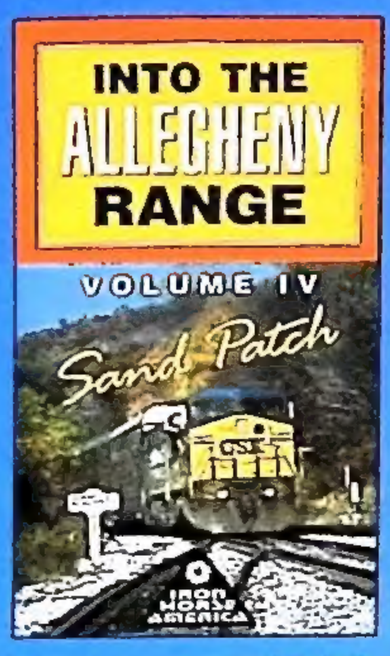
Union Pacific Power V2..... 27.00
Union Pacific Modeler V2..... 19.00
Union Pacific Salt Lake Route..... 54.00
Union Pacific Type V1 (Kratville)..... 63.00
Union Pacific Cheyenne West Part 1 ..... 34.00
Western Maryland Guide to Frt & Pass Cars . 40.00
Western Maryland in Color..... 40.00
Wisconsin Rails Vol 1 S/C 27.00
Wisconsin Rails Vol 2 S/C 27.00.... H/C 40.50
Working in the Woods 40.50

RON'S COLLECTOR'S CORNER

A Work of Giants (Griswold) 1st Trans. Cont. RR40.00
Beginnings of New York Central RR (Stevens).. 65.00
Burlington Route (Overton) 20.00
Cavalcade of Rails (Morse) 20.00
Chesapeake Beach Railway (Williams) ... 50.00
Cincinnati Loco Builders 40.00
Diesels West (Morgan) 35.00
Fairy Tale Railroad 35.00
High Green and the Bark Peelers B&M... 35.00
Highways of Progress (Hill) 1910..... 65.00
History of the ATSF Railway (Bryant) 35.00
History of the Canadian National Ry..... 35.00
History of the Union Pacific (Trottman) .. 30.00
History of the Canadian Pacific Ry (Lamb) 30.00
History of the Johnstown Flood 1889 Illustrated 85.00
History of the Louisville & Nashville RR (Klein) . 30.00
History of Transport. Eastern Cotton Belt 1908.. 65.00
In Pursuit of the General (Pittenger)..... 25.00
Katy Railroad and the Last Frontier 35.00
L&N (Herr) 45.00
Loco's in Profile Vol 1 or Vol 2..... each 25.00
Locomotives on Parade (Hungerford) ... 20.00
Locomotives of the Dickson Mfg. Co 65.00
Mail by Rail (Long) 40.00
Maine Two Footers (Moody) 45.00
Men of Erie 30.00
Metropolitan Corridor (Hardcover)..... 25.00
Nickel Road (Hampton) 35.00
Oil Lamps and Iron Ponies..... 65.00
Pioneer Railroad C&NW System (Casey) . 45.00
Railroad Avenue (Hubbard) 25.00
Railroad of Today (Farrington)..... 20.00
Railroads of America (Armitage) 25.00
Railroads of the Confederacy (Black) 35.00
Rails from the West (Hinckley)..... 20.00
Rio Grande Glory Days (Lathrop)..... 35.00
Romance of the Rails (Laut) 15.00
Southern Pacific-Roaring Story of a Fighting RR 25.00
Steel Trails to Santa Fe (Waters) 30.00
Story of the B&O Railroad 2 Vol (Hungerford). 100.00
The UP Country Line (Mead) 20.00
Through Covered Bridges to Concord ... 25.00
Trains, Tracks and Travel (Van Metre).... 35.00
Victory Rode the Rails (Turner) 35.00
Wells Fargo (Hungerford) 55.00

Send $2.00 for latest list of books and videos. List no charge with purchase. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. allow 4 weeks for delivery. For delivery outside of USA please add $4.00 per book or tape. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

WE BUY COLLECTIONS



Into The Allegheny Range, Volume IV

Sand Patch Grade

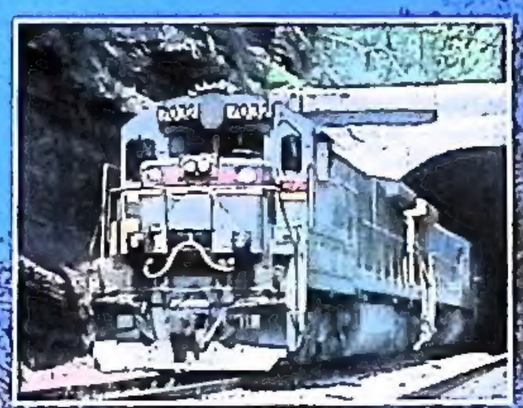
CSX's Sand Patch Grade in western Pennsylvania is one of the most popular railfanning sites in the eastern U.S.. Heavy tonnage, high density traffic, and grueling mountain grades are trademarks of this famous ex-Baltimore & Ohio route.

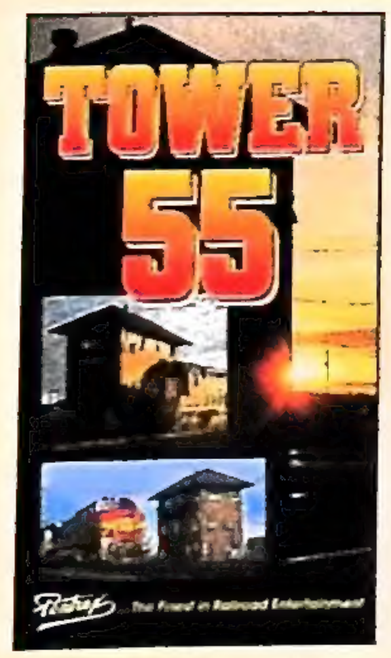
In this exciting production, which was taped over a three year period, you'll see a multitude of trains at familiar landmarks as well as the rarely seen west slope, in all seasons of the year. Many of the locomotives are seen sporting their pre-CSX paint schemes from various predecessor railroads.

Visit towers, tunnels, obscure branchlines, and see the last train to ever run on the old Berlin Subdivision out of Garrett, Pennsylvania. Then ride on a pusher engine shoving an eastbound freight from Connellsville up the west slope to the summit at Sand Patch. It's the ultimate CSX mountain railroading experience! Stereo. Four Hours on two cassettes.

#AR4 $39.95

New!
From Iron Horse America!





Tower 55

Tower 55 in Ft. Worth, Texas, was one of the busiest interlocking towers in the U.S.. The "Mixmaster" saw over 100 movements in a 24-hour period. Pentrex captured UP, SF, BN, SP, and Amtrak action at this famous landmark prior to its abandonment in May, 1995. You'll see interior shots of the control panels and computer systems, exciting video sequences from the 1980s, and striking night scenes. Experience the inner workings of a busy interlocking tower in *Tower 55!*

48 Minutes #TOWER55
$19.95

ORDER BOTH TAPES TODAY!

Check or Money Order Visa/MasterCard
Discover/American Express

Please add $4.00 shipping per order, plus $1.00 for each additional tape. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional tape. All other International customers add $10.00 per tape. California residents please add 8.25% sales tax.

Order Line:

800-950-9333

24 Hours A Day FAX 818-793-3797

Pentrex

MAG7

P.O. Box 94911,
Pasadena, CA 91109-4911

CALL OR WRITE FOR FREE CATALOG